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HONG KONG, THURSDAY, MAY 24, 1928.

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SPECIAL SERVICES.

EMPIRE DAY OBSERVANCES.

AT TWO CATHEDRALS.

Girl Guides Investiture and Presentation.

THE SENIOR ARMY CHAPLAIN'S ADDRESS.

Empire Day observances in Hong Kong to-day were of greater importance than usual on account of two impressive ceremonies at Government House—an investiture and presentation of colours to Chinese Girl Guides.

The religious observances were largely attended. A special form of service was held at St. John's Cathedral which, including a stirring address, did not last much more than half an hour. The Roman Catholic Cathedral was the scene of another service for young people.

Men-of-war and some of the other ships in the harbour were dressed to-day and Government departments and schools were closed for the day.

650 KIDDIES AT ST. JOHN'S.

Representing twenty local schools, six hundred and fifty children gathered in their respective detachments to attend to-day's service at St. John's Cathedral.

About a hundred and forty Girl Guides and Brownie officers assembled near Headquarters House and marched to the Cathedral, where they took part in the service.

A special form of service had been prepared for the occasion and the children have been practising new hymns during the last week or so.

The service concluded with the singing of the national anthem.

Senior Chaplain's Address.

The service at St. John's Cathedral was conducted by the Very Rev. A. Swann, M.A., and the Rev. Mr. H. V. Koop, read the lessons. The interior of the Cathedral presented an animated spectacle. Mr. Remington, headed the group of Girl Guides and the Rev. G. T. Waldegrave was in charge of the Boy and Sea Scouts. Among a representative gathering were Mr. A. E. Wood, Director of Education and Lt.-Col. F. Hayley Bell (President, Ex-Active Service Men's Association), as well as a large number of masters from the local schools, including Indian and Chinese establishments.

The address was delivered by the Rev. Mr. Llewellyn Webb, Senior Chaplain to the Forces.

Purpose of the Day.

He took as his text—"Proverbs, 14, v. 34. 'Righteousness exalteth a Nation.'"

It seems, he said, very right and fitting that one day should be set apart as Empire Day and that there should be a special service. It is a day when we thank God that we are members of a Mighty Empire and when we pray that He will bless and protect it and its Head, our Sovereign Lord the King-Emperor.

Let us get the purpose of to-day clearly in mind. I think we may sum it up thus:

1. To rejoice in the Greatness of the Empire.
2. To express our Loyalty.
3. To pray that our sense of duty may be deepened and that we may remember our responsibility.

What the Empire Means.

Let us just think of these points: 1. It cannot be wrong to rejoice in the Greatness of the Empire if we remember our duty and responsibility. To-day in lands spread far and wide, our fellow citizens of the Empire will join together in celebrating its glories. Messages of royalty and affection will be flashing round the world. From Australia, New Zealand, India, South Africa, Canada, Newfoundland and many other parts, and I expect a message will be sent from here. Guns will thunder out salutes, bands will play, our dear old flag will be proudly flying and the strains of the National Anthem will practically encircle the world.

Look at the map and see what the Empire means. Naturally our hearts glow with pride and pleasure.

Express Our Thanks.

II. We want a day like this in which to show our Loyalty and

Love, when we can express our thanks for our many privileges, our freedom to worship, our security and our good laws, when we can remember with gratitude those brave pioneers who worked and died in the making of these things we so richly enjoy. But above all we want to recollect our duty and responsibility.

Citizens' Duty.

III. (a) Duty: Each has a duty to the Empire. That of being loyal and law-abiding citizens. The best service to the Empire and the King, is to keep God's laws—Being strong, courageous, well-disciplined, self-controlled, ready to obey. To have a keen sense of duty and to be physically fit. What weakens a Nation most? Perhaps we might say disloyalty. But I fancy sin, vice, hatred of restraint, lack of self-control and Love of Self will do even greater harm. To-day we must determine that the Empire shall be better, and not worse, because we are members of it.

Loyalty to the King.

IV. Responsibility: What each of us owes the text. In the old Cathedral and Churches you sometimes see Colours, torn and stained and shot through—you picture battles they have been in: you see the bravery they called forth—you read the names of the big battles on them. It is splendid to think how magnificently they were guarded. Let the Flag teach us a lesson to-day. On our flag there is a Cross—or really three crosses. Here comes our responsibility. In the great Empire we love, there are millions of people who join with us in hailing King George as Emperor but who do not join with us in worshipping Christ as Lord. Our duty and our responsibility are plain—we must each of us do what we can to show others the beauty and splendour of our Lord's Religion—we must pray constantly for those who do not yet know Him. It is a great work and we must all help. So you see what an important day we are celebrating. To thank God for all He has given us and to sing our loyalty to the King.

Act of Thanksgiving.

The speaker said that they were gathered in the House of God that day to make an act of Thanksgiving for the blessings which have been bestowed on the British Empire by the King of Kings.

The British Empire, he said, was the most wonderful in the history of the world, forming as it does a belt round the globe. Everywhere within this belt is set the standard of liberty for the whole world.

In Religion.

This liberty could best be seen in the matter of religion. Roman Catholics, Father Parisotti commented, were absolutely free to practice their Faith unhampered and without restriction all over the British Empire. In many other places, he said, their co-religionists were praying to God for what the Catholics of the British Empire have.

Referring to "Our Duty," the speaker said that that comprised obedience to the laws of the country in which we live, support for authority, and what is also Christian duty, striving to promote happiness and good understanding among our neighbours.

The Best Example.

Father Parisotti said that the best example which they could follow in these matters was the example of Christ who when He was tempted by the Jews when He told them "Give unto Caesar the things that are Caesar's."

In conclusion, the speaker exhorted his hearers to pray to God for one more blessing for the British Empire, and that was religious unity in the Empire; "that there may be one fold, one Shepherd and one great flock of Christ's sheep."

Benediction.

The "O Salutaris" and "Tantum Ergo" were then sung by the Cathedral Choir, a feature of which was the excellent instrumental and organ accompaniment, the whole being under the direction of the Rev. Father Riganti, who is well-known locally as a very fine musician.

(Continued on Page 2.)

POLICE METHODS.

Home Inquiry Tribunal Appointed.

COMMONS UNANIMOUS.

Sir Eldon Bankes and Two Members of Parliament.

London, Yesterday.

The House of Commons unanimously passed Sir Joynson Hicks, motion to establish a tribunal to inquire into the Savidge interrogations at Scotland Yard after the withdrawal of a Labour amendment to secure one woman on the tribunal.

Sir Joynson Hicks announced that the tribunal would consist of the ex-Judge of Appeal, Sir Eldon Bankes (Chairman), and Messrs. J. J. Withers (Conservative) and Lees Smith (Labour).—Reuter.

(West Point), Kai Lap Chinese School (Wanchai), Tak Yin School (Wanchai), Aberdeen Chinese School, Shaokwan Chinese School, Cathedral Chinese School, Italian Convent, French Convent, St. Francis School (Wanchai), St. Mary's School (Kowloon), Holy Spirit School (Robinson-road), Pui Tsin Chinese School (Italian Convent), St. Joseph's Terrace Chinese School.

Bishop Officials.

His Lordship the Rt. Rev. Bishop Henry Valtorta, Vicar Apostolic officiated, assisted by the Clergy of the Cathedral and the students of the Seminary.

The service opened with the playing of "Esultanza" Maria, which was very effectively rendered by the Band of the St. Louis Industrial School, composed entirely of Chinese boys, the eldest of whom was not more than 15 years of age.

The feature of the service was the harmonious singing of "A Maria Nostra Regina" by the girls of the Italian Convent, which was very effective, the strains of the solemn hymn filling the large Cathedral building.

Next the "Salve Regina Coelestis" was sung by the Choir of the Cathedral Seminary. The singers were all Chinese youths who acquitted themselves admirably well.

Then the Rev. Father A. Parisotti, Chaplain of the Forces, addressed the children on "Empire Day."

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(Continued on Page 2.)

EXECUTED?

Cheng Chien Captured at Hankow.

NANKING "HERO."

City Quietens Down After Political Changes.

Hankow, Yesterday.

General Cheng Chien, the "hero" of the Nanking outrage, was arrested here on Tuesday by order of General Li Tsung-jen. His fate is unknown at present, but there is an unconfirmed rumour in the city that he has been executed. It is anticipated that Cheng's subordinates who came into power in Hankow last November when Tang Seng-chi was expelled will be cleared out. The arrested General's army is estimated at 30,000 and these troops are expected to pass over to the leadership of General Pei Chung-hsi without any disorder.

This evening all was quiet in Hankow.—British Naval Wireless.

Asking Nanking.

Hankow, Yesterday.

General Cheng Chien has been arrested by order of General Li Tsung-jen. Simultaneously the latter has telegraphed to Nanking accusing Cheng Chien of the misappropriation of the municipal revenues and of counter-revolutionary plotting, and petitioning for his immediate dismissal.

Cheng Chien is at present in Wuchang, pending instructions from Nanking.—Reuter.

Gain for Canton.

[Note: All concerned are Nationalists. General Li belongs to the Kwangsi clique and General Cheng to the Hunan clique.]

General Pei (mentioned in the wireless) is also a Kwangsi man, and a friend of Marshal Li Chai-sum of Canton.

The coup against Cheng is a big gain in power and prestige for the Cantonese clique in the Nationalist Party. It has little or no effect on developments in North China.]

Further Up the Yangtze.

Hankow, Yesterday.

General Yang Sen, who holds territory along the Yangtze a few hundred miles above Hankow, is reported to have defeated rivals who held areas above him; and it is also stated that he may return up-river to Wanshen.—British Naval Wireless.

Lower Down.

Hankow, Yesterday.

Movements of troops are reported at Kukiang, which is 142 miles below Hankow.—British Naval Wireless.

[Note: Ex-Yunnanese mercenaries are in control here, but the majority, with the leader, went north to fight for Chiang Kai-shek a month ago.]

THE "CAT."

SINGAPORE SENTENCES CRITICISED.

NO SYMPATHY.

London, Yesterday.

In the House of Commons in reply to questions Mr. Amery said he was aware that the sentences passed on convicted communists at Singapore included 25 lashes of the cat and he saw no reason to ask the local Government to abolish such punishments in cases of unlawful possession of firearms with the intent of committing a criminal offence.—Reuter.

RUBBER.

AN "INSTITUTE" FOR AMERICA.

LEADING FIRMS JOIN.

New York, Yesterday.

Dunlops, Firestones and Goodyears are among the leading rubber manufacturers who have joined the newly-formed Rubber Institute, which its director-general, Mr. Andrews declares is not a trust merger but is designed to eliminate unreasoned competition.—Reuter's American Service.

As the result of biting an unknown Chinese in the leg, at 12.15 p.m. yesterday afternoon, a dog belonging to Inspector Boker, was removed to Kennedy Town for observation.

ANTI-NIPPONISM.

Canton Chamber Issue Statement.

"DESIRE TO OBSTRUCT."

Movement to Sever Economic Relations.

Canton, Yesterday.

The Canton Chamber of Commerce has issued a statement urging all to unite against the Japanese and prosecute the anti-Japanese movement.

The statement recapitulates the details of the Tsinan massacre, and strongly denounces the Japanese aggression. It accuses the Japanese of a desire to obstruct the progress of the Nationalists.

Measures Recommended.

All merchants are called upon to present a united front against the Japanese, and the following measures have been recommended:

1. To publish to the world the atrocious actions of the Japanese so that all may know what manner of inhuman savages they are.
2. To unite the masses of the people throughout China, and to intensify the anti-Japanese boycott as far as possible.
3. To sever all economic relations with Japan.

Right and Justice.

The concluding paragraph of the statement reads:

"The Japanese may oppress our people by means of threats and use of their armed force, but they can never conquer the spirit of our people, nor can they ever blot out the principles of right and justice in this world. As long as the principles of right and justice exist, the day will come when we will overcome the strong or the oppressive and our wrongs will be righted."—Canton Gazette.

CUSTOMS BROKERS.

Fall in Line With Shanghai "Brethren."

The Canton Customs Brokers' Association has received a cable from their contemporaries in Shanghai, advising that the latter have decided not to handle Japanese goods.

Local customs brokers held a meeting at which this cable was the subject of considerable discussion, and the upshot was that the local brokers have fallen in line with their brethren up north. Japanese goods are now anathema to customs brokers, the "Gazette" adds.

This attitude is to be rigidly preserved, as is evidenced by provision for heavy penalties to be inflicted on members violating this resolution.

U.S. FARM BILL.

VETOED BY THE PRESIDENT.

New York, Yesterday.

President Coolidge, vetoed the McNary-Hauger Farm Relief Bill. The Bill had been sharply criticised on the grounds that it proposed to do something similar to the British rubber restriction scheme.—Reuter's American Service.

SOLE SURVIVOR.

LAUNCH OF NEW GERMAN CRUISER.

Berlin, Yesterday.

The sole survivor of the cruiser "Koeln" which was sunk in the North Sea in wartime was present at Wilhelmshaven at the launch of the new 6,000 ton cruiser "Koeln" by the widow of its predecessor's captain. The new "Koeln" is oil-engined and has a minimum of 32 knots.—Reuter.

DR. DOROTHY LOGAN.

EXPLAINS TO MEDICAL COUNCIL.

NAME TO STAND.

London, Yesterday.

The General Medical Council heard the explanation of Doctor Dorothy Logan as to why she falsified her name as the English Channel and decided not to erase her name from the register.—Reuter.

BRITAIN IN CHINA.

Sir A. Chamberlain Reiterates Policy.

NO INTERVENTION.

Our One Desire to See a Peaceful Country.

London, Yesterday.

In the House of Commons, Mr. Forster (Lib.) asked whether the Foreign Secretary was ensuring that British policy in no manner supported the intervention of foreign Powers which may tend to prevent peaceful consolidation in China and whether the Japanese Government prior to forcibly intervening, communicated its intentions to the other Powers interested in China.

Sir Walter de Frece asked whether, in view of the importance of Chinese trade with Britain, the British Government would inform both contending parties in China that its attitude of self-defence was unaltered and it does not intend associating itself with the military operations of other Powers in China or Manchuria.

Sir A. Chamberlain replied that a policy of strict neutrality toward the contending parties in China as adopted by His Majesty's Government remained unaltered. The Government did not intend to be involved in any form of intervention. Our one desire is to see a peaceful and united China and any military measures taken by us have always been solely for the protection of British lives and property. This policy had been frequently stated and is, I believe, fully understood by all parties in China. It does not appear necessary to give further assurances.

Sir A. Chamberlain recalled that he on May 14 gave particulars of earlier Japanese statements as to policy and yesterday quoted the text of the Japanese declaration to the North and South.

Commander Kenworthy asked if Sir A. Chamberlain was aware that the status of Manchuria was likely to be altered and had Sir A. Chamberlain any assurance from the Japanese Government as regards British trade there.

Sir A. Chamberlain replied that he was not aware of any statement made. The first part of Comdr. Kenworthy's question Sir A. Chamberlain characterised as premature and in reply to a subsequent statement by Comdr. Kenworthy that if the Japanese established a protectorate in Manchuria it would be very necessary for Britain to have an "open door," Sir A. Chamberlain said he was unable to say how many Japanese troops there were in Manchuria.—Reuter.

CAR FATALITY.

INQUIRY INTO THE SMALL BOY'S DEATH.

AN ACCIDENT.

In connection with a recent motor car accident in Yee Woo-street, when a small Chinese boy was killed as the result of being knocked down by a motor car driven by Mr. D. H. Perry on May 18, Lieut.-Col. F. Eaves, D.S.O., acting First Magistrate, in his capacity as Coroner yesterday afternoon held an inquiry into the circumstances attending the death of the victim.

Dr. C. H. Thomas, of the Government Civil Hospital, said that the boy, aged about 11 years, was admitted to the hospital at 10.45 p.m., suffering from wounds in the head. He died at 12.30 p.m., on the following day from a fractured skull, coupled with shock and haemorrhage.

10 Miles Per Hour.

Evidence given by Mr. Perry was to the effect that the car was being driven at a speed of only 10 miles per hour when the accident occurred. From the corner of his eye he suddenly perceived an object moving towards the car, and before he could do anything, he heard a bump. He investigated and discovered the small Chinese boy on the opposite side of the road surrounded by a crowd of Chinese.

He picked the lad up in his arms with the intention of removing him to the hospital, but he struggled, got out of the witness' arms and ran away, apparently not seriously injured.

The jury, without retiring, returned a verdict of "Accidental death."

Mr. Perry: I would like to express my sympathy.

WAR RESUMED.

Fighting in North China.

MIXED SUCCESS.

Danger to Southerners on Centre.

London, Yesterday.

Fighting in Chihli province is reported in the area running from east to west which the Northerners have been defending all this week.

According to reliable information, the Northerners have progressed on both flanks but the Nationalist and Kuomintang allies have pushed forward in the centre. There is a suggestion that the Southerners may be in danger on that centre through the Northerners getting round their flanks.

This war zone is roughly 80 to 120 miles from Peking.

The Points Reached.

Peking, Yesterday.

The Northerners claim to have advanced south (on both flanks of the present front)—to Tinchow on the Peking-Hankow Railway and to have reached Sangyuan on the Tientsin-Pukow Railway.

Meanwhile the Nationalist and the Kuomintang centre appear to have advanced northwards to Hsien (in the centre of the front) and to be near Jenkiu. Hence it appears that there is a distinct possibility of the Nationalist centre being cut off (though pushing ahead while the flanks are falling back).—Reuter.

JAPAN'S MOVES.

Stages in Concentration at Mukden.

Mukden, Yesterday.

General Murooka, commanding the Japanese garrison in the leased territory of Kwantung, has removed his headquarters from Port Arthur to Mukden.—Reuter.

Ready to Withdraw.

Tokyo, Yesterday.

The Government has instructed the Japanese Consul at Jehol (in the north-west of Chihli) to prepare to withdraw Japanese residents to Yingkow (port Newchwang) or Mukden (both in Manchuria) in the event of the situation becoming dangerous in consequence of the defeat of the Manchurian forces.—Reuter.

"PHOSGENE AFFAIR."

LEAGUE OF NATIONS NOT TO INTERVENE.

NO INFRACTION.

Berlin, Yesterday.

It is semi-officially stated that the League of Nations' intervention in the "Phosgene Affair" is completely out of the question. It is claimed that the mere fact of the storing of phosgene does not constitute an infraction of the regulations as the German trade in phosgene for industrial purposes is internationally recognised.—Reuter.

HUNTING FATALITY.

AN EARLY MORNING RIDE.

London, Yesterday.

Lord Buckland has been killed in a hunting accident at Bwlach. He was taking exercise on horse back in the early morning. He was riding at a good pace and talking with a groom when he collided with a telegraph pole and fractured his skull.—Reuter.

Before his elevation to the peerage Lord Buckland was Mr. Seymour Berry and was brother of Sir William Berry and Sir Gomer Berry, who are big industrial and newspaper owners.—British Wireless Service.

JONES-WHITE BILL.

SIGNED BY PRESIDENT COOLIDGE.

Washington, Yesterday.

President Coolidge has signed the Jones-White Merchant Marine Bill.—Reuter's American Service.

parents of the boy, and on compassionate grounds I would like also to compensate them to some extent for the accident. That, of course, is purely on compassionate grounds.

His Worship (to the jury): I am sure you will agree with Mr. Perry's expression of sympathy.

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TAIYO MARU Tuesday, 29th May.

TENYO MARU Tuesday, 12th June.

LONDON via Singapore, Suez, Marseilles & Paris.

HAKUSAN MARU Saturday, 2nd June.

KITANO MARU Saturday, 16th June.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 20th June.

BOMBAY via Singapore, Penang, & Colombo.

MOJI MARU Sunday, 27th May.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

RAKUYO MARU Thursday, 31st May.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU Saturday, 2nd June.

NEW YORK and/or BOSTON via PANAMA.

KUMA MARU Sunday, 10th June.

ASUKA MARU Saturday, 16th June.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU Saturday, 2nd June.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Friday, 22nd June.

SHANGHAI, KOBE & YOKOHAMA.

NAGANO MARU (Moji direct) Sunday, 27th May.

KAMAKURA MARU (Kobe direct) Tuesday, 29th May.

KAMO MARU Tuesday, 29th May.

AWA MARU Thursday, 31st May.

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Colombo, Suez and Port Said.

ANDES MARU Tuesday, 5th June.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

SANTOS MARU Friday, 25th May.

MANILA MARU Saturday, 26th June.

BOMBAY—Via Singapore and Colombo.

CELEBES MARU Sunday, 3rd June.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAM, ZANZIBAR AND

MOMBASA—Via Singapore and Colombo.

CHICAGO MARU Friday, 1st June.

CALCUTTA—Via Singapore, Penang and Rangoon.

KASATO MARU Friday, 25th May.

TACOMA MARU Monday, 28th June.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.

AFRICA MARU (From Shanghai) Thursday, 31st May.

ARIZONA MARU Monday, 11th June.

HAIPHONG—Via HONGKONG & PAKHOI.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS.

HEIYO MARU Thursday, 31st May.

ATLAS MARU Wednesday, 30th June.

KEELUNG—Via SWATOW & AMOY.

KISUO MARU Sunday, 27th May.

HOZAN MARU Sunday, 1st June.

TAKAO—Via SWATOW & AMOY.

DELTA MARU Thursday, 31st May.

TAKAO & KEELUNG.

SOURABAYA MARU Wednesday, 30th June.

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SHIPPING

SECTION.

CUNARD S.S. CO., LTD.

51ST ORDINARY GENERAL MEETING.

SIR THOMAS ROYDEN'S ADDRESS.

The 51st ordinary general meeting of the Cunard Steamship Co., Ltd., was held last month at the Cunard Building, Liverpool. Sir Thomas Royden, Bt., C.H., Chairman of the company, presided, and the other directors present were: Sir Percy E. Bates, Bt., C.B.E., (deputy-chairman), Mr. Frederic Alan Bates, Sir Alfred Booth, Bt., Sir Aubrey Brocklebank, Bt., Mr. A. C. F. Henderson, Mr. Maxwell H. Maxwell, C.B.E., with Mr. S. J. Lister (manager), Mr. W. Dranfield (secretary), Mr. Charles E. Fletcher (Messrs. Cooper Brothers and Co., auditors) and Mr. Vivian D. Heyne (Messrs. Hill, Dickenson and Co., solicitors). There was a good attendance of shareholders.

The notice convening the meeting, together with the report of the auditors having been read the Chairman said: Ladies and gentlemen, before proceeding with the ordinary business of the meeting, I should like to refer first to the recent death, while on holiday at Madeira, of one who was for a great many years most closely associated with this company. Sir William Forwood was a member of our board from February, 1888, to January, 1923. He brought to its deliberations as intimate and extensive knowledge of both the technical and the commercial side of shipping, which, added to unfailing courtesies and consideration for others, made him a most valuable colleague and a delightful friend. To those of us who had the happiness of knowing him personally, the news of his death has brought a sense of very real loss. (Hear, hear.)

Review of Accounts. If you will refer now to the balance-sheet, looking at the credit side first, you will notice that the item steamships and shipping investments, which at December 31 last totalled £15,434,864.14s.3d., shows a decrease of £971,197. The difference is due principally to the usual annual depreciation of the company's fleet.

Freehold and leasehold properties stand at the credit side of the balance-sheet at £666,000, a reduction from the corresponding figure of last year of £10,000, which is due to the depreciation of the property.

There is very little change in the value of our general investments, the difference being only £1,000, the figures and the corresponding figures of last year being only £1,000. Discount and amortisation on the 5 per cent. Mortgage Debenture stock has been reduced by £100,000, and this amount has been taken up in this year's profit and loss account. The earliest date on which the Debentures may be redeemed is the year 1941—thirteen years hence for the total and an annual reduction of £10,000 next thirteen years will wipe out amount of discount and commission by the time of possible redemption.

The cash position on December 31 last shows a balance of £876,951.

On the other side of the balance-sheet there is an increase in the Ordinary share capital of 1,114,052 shares, of which 1,100,000 were specially authorised by the shareholders at their meetings on October 17 and November 1 last, and the balance is a part of shares previously authorised but not issued.

It is of interest to observe that the net expense of the issue of the new Ordinary shares was only £7,646, a remarkably small outlay for raising additional capital of over £1,000,000.

The original loan of £7,500,000 U.S.A. Gold Notes, which, as you will recollect, carried interest at 5 per cent., was duly repaid on maturity, and a new issue of Two-Year Gold Notes was made for the amount of £2,500,000, a reduction of £5,000,000 or, say, £1,000,000 sterling. For this new loan, we were able to arrange a reduced rate of interest, viz., 4½ per cent., and it is a legitimate source of pride that the company's credit is so high that it is able to borrow money without collateral security at so favourable a rate.

AMERICAN AUSTRALIA ORIENT LINE.

Operated for U. S. Shipping Board.

By SWAYNE & HOYT, INC.

FOR SAN FRANCISCO & LOS ANGELES.

S.S. "WEST IVAN" May 27.

For full information apply to SWAYNE & HOYT, INC.

L. EVERETT, Inc.

The next item calling for comment is that of the £210,000 loan secured by mortgage on the Cunard building. During the year we were able to dispose of the old mortgage and replace it by another mortgage, the interest for which has been arranged on more favourable terms than those of the former loan. The new mortgage will run for the definite term of ten years, and since December 3 last we have increased the amount by a further £210,000.

The only other item calling for any special comment is that of creditors and credit balances.

I have on several previous occasions pointed out that in this large item are included, among other accounts, shipbuilding bills, prepaid passage money, loan from our associated companies, ordinary trade creditors and reserves for contingencies and other company funds. Last year I told you that the amount of shipbuilding bills current on December 31, 1926, was £2,900,000. During 1927 we continued the policy of paying off these bills as and when they matured, with the result that at the close of the past financial year the bills outstanding against net tonnage totalled a little over £1,560,000, a reduction of £1,340,000 from the corresponding figure on December 31, 1926.

Since the beginning of this year we have continued to pay off these shipbuilding bills on maturity, and the amount outstanding to-day under this heading is only £704,000, the whole of which will be paid off by July 31, 1928.

Our liabilities for prepaid passage money, agents' balances, and loans from subsidiary companies, have also been reduced.

The figure of creditors and credit balances at the end of the year was down to £5,615,355, the lowest since 1917—and favourably with the mark figure of £13,388,235. During the year it will be seen that the shipbuilding bills and the other liabilities mentioned have been reduced.

Turning now to profit and loss account, it will be seen that the first item is the gross revenue, which is both larger and more satisfactory than the corresponding figures for last year. These two sets of figures are not, however, strictly comparable, as during the past months we have found it necessary to make a change in the method of keeping a number of our accounts.

Satisfactory Figures. The increase in our gross revenue has been relatively small, though having regard to the conditions ruling in the North Atlantic trade, it may be said to be satisfactory.

In order to obtain the best net profits from this increase, it has been necessary to keep the closest possible watch on every single item of expenditure. This has been done, and, I think I may say, with satisfactory results. For example, the total mileage steamed by the company's ships last year was practically the same as in the previous 12 months, but there was this important difference, that in 1927 there were fewer sailings of the cargo ships, whose operating costs are naturally relatively much smaller than those of passenger ships, while the actual mileage in that year of the Express and 600-ft. ships, which are the most expensive to operate, shows an increase of over 30,000 miles. Under these circumstances, and having regard to the fact that we are continually raising the standard of comfort and service offered to travellers on our ships, it is gratifying to note that disbursements under all the main headings show a tendency, ship for ship, either to decrease or at any rate not to increase.

With regard to the largest single item of expenditure, viz., fuel oil, our contract prices for 1927 were higher than in 1926, which made it more than ever necessary to explore every possible means of reducing consumption and cost. You will be pleased to know that, although owing to the increased mileage of the passenger vessels, the total fuel bill is higher in 1927 than in 1926, yet through improvements we have made in their oil fuel-carrying capacity, we were able in 1927 to buy more of our oil in the U.S.A., where the price is lower, and less on this side than in 1926, with the result that the average cost per ton was the same.

The question of our oil fuel supplies has in the past been one of considerable anxiety to your directors, and I am happy to be able to say that for the next few years at least this difficulty has been overcome, and we have been able to close a contract for our supplies in the U.S.A. and Great Britain up to the end of 1931 on reasonable terms.

On the debit side of the profit and loss account the figure of £2,375,557, in addition to depreciation, includes office, agency and other expenses. The latter items of expenditure are constantly under review, and I am satisfied that every possible care is taken to keep them as low as is compatible with the company's interests.

The cost of the improvements to the s.s. "Aquitania" in 1926, and to the s.s. "Mauretania," "Caronia" and "Carmania" in 1927, to which I shall make allusion later, has been met out of revenue.

Interest on mortgage Debenture stock accounted for £203,139, as compared with £279,150 in the previous year, the reduction being due to the lower rate of interest consequent upon the conversion which was effected towards the close of 1925 of the 7 per cent. mortgage Debenture stock into 5 per cent. mortgage Debenture stock.

The total debits to profit and loss account amount to £2,679,965, leaving a net profit for the year of £699,748, an increase of £143,000 over the profit for the year 1926. Adding the amount carried forward from last year, viz., £183,709 10s. 9d., to the amount of £699,748 0s. 1d., there is a total disposable sum of £883,457 10s. 10s.

Out of this sum it is proposed that we appropriate £100,000 to the reserve fund, and after deducting £135,000 for dividends paid on the Preference stocks, we have left £648,457 10s. 10s. sufficient to pay a dividend at the rate of 7½ per cent. on the Ordinary shares issued, and to carry forward to next year's account £190,687 19s. 4d.

Agreement With Government.

Turning now to matters connected with the general operation of the company's affairs, the agreement made between the company and the Government under the Lusitania and the time charter party for the "Mauretania" built, expired on November 15 last. Incorporation of the agreement was a consequence of the carriage of mails, and it became necessary to negotiate a new contract with the Post Office. The matter has been under discussion for some time, and I am happy to say that we have been able to reach a conclusion and that we hope a new agreement will be signed shortly. This agreement will date back to November 16 last, and in this connection I should like to say that the negotiations have proceeded in that spirit of cordiality that has long characterised our relations with the Post Office.

Luxurious Steamers. We have spent a considerable sum of money in altering and improving the first-class passenger accommodation on our three Express steamers. We enlarged and redecorated many of the rooms, provided additional private baths, and installed running hot and cold water in the cabins which were previously without this facility. These improvements have undoubtedly increased the attractiveness of these steamers, as has been proved in a practical way by the increased numbers of passengers they are carrying.

With new tonnage being continually put into the trade by our competitors, it is essential that for our older steamers we do everything we reasonably can to see that they do not fall behind in the race. With this in view we have during the past winter spent a considerable sum of money in improving the passenger accommodation of the Express steamers.

(Continued on Page 5.)

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF ASIA	May 30	June 2	June 5	June 7	June 18
EMPEROR OF CANADA	June 13	June 16	June 19	June 21	June 30
EMPEROR OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

SPECIAL FARES TO EUROPE.

£120: First class throughout.
£112: First class Pacific and rail, Cabin class Atlantic.
£83: Second class Pacific, First class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG—MANILA SERVICE.

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
June 5	June 7	June 8	June 10
June 26	June 28	June 29	July 1

CANADIAN PACIFIC EXPRESS.

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BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

ELLERMAN LINE

S.S. "CITY OF BOMBAY"Marseilles, Havre, London, Rotterdam, Hamburg & Hull25th May.

S.S. "CITY OF CARLISLE"Marseilles, Havre, London, Rotterdam, & Hamburg24th June.

S.S. "CITY OF TOKIO"Havre, London, Rotterdam & Hamburg25th July.

BOSTON, NEW YORK & BALTIMOREAMERICAN & MANCHURIAN LINE

S.S. "CITY OF NEWCASTLE"via Suez Canal12th June.

S.S. "CITY OF OSAKA"via Suez Canal13th July.

S.S. "CITY OF EVANSVILLE"via Suez Canal10th August.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON AND NEW YORKAMERICAN & ORIENTAL LINE

S.S. "FORREBANK"via Suez Canal6th July.

MAURITIUS & SOUTH AFRICAORIENTAL AFRICAN LINE

S.S. "TINKOW"7th August.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Agou Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, The Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong	Destination
MALWA	10,980	26th May	Bombay, Marseilles & London.
TALPORE	8,273	31st May	Straits, Colombo & Bombay.
DELTA	8,097	5th June	Bombay, Marseilles, London & Antwerp.
RANPURA	10,901	23rd June	Bombay, Marseilles & London.
MINAPURA	8,715	26th June	Straits & Bombay.
NOVARA	6,939	30th June	Marseilles, London, Antwerp, Hull, Rotterdam & Hamburg.
KHYBER	9,111	7th July	Marseilles, London, Antwerp & Hull.
RAJAPUTANA	10,619	21st July	Bombay, Marseilles & London.
NANKIN	7,658	28th July	Marseilles, London & Antwerp.
KASHMIR	8,985	4th Aug.	Bombay, Marseilles & London.
RAJPUTANA	10,658	12th Aug.	Bombay, Marseilles & London.
NALDERA	10,088	1st Sept.	Bombay, Marseilles & London.
RAJAN	9,114	15th Sept.	Marseilles, London & Antwerp.

*Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Red Sea Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,990	26th May	Singapore, Penang & Calcutta.
TAKLWA	7,990	4th June	Singapore, Penang & Calcutta.
SANTHA	7,764	11th June	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,950	1st June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	25th June	
ARAFURA	6,900	3rd Aug.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolumbugan, Tawau, Timor, Darwin, or other ports en route as inducement to cargo.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

RANPURA	10,901	25th May	Shanghai, Kobe & Yokohama.
TILAWA	10,000	10 June	Amoy, Shanghai, Kobe & Osaka.
NANKIN	7,658	5th June	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	Amoy, Kobe, Osaka & Yokohama.
TAKADA	8,900	7th June	Shanghai, Kobe & Osaka.
KHYBER	9,114	8th June	Shanghai, Kobe & Yokohama.
TALANBA	8,013	17th June	Amoy, Kobe & Yokohama.
RAJAPUTANA	10,619	22nd June	Shanghai, Tsingtao, Wei Hai Wei, Kobe & Yokohama.
NELLORE	6,953	3rd July	Shanghai, Kobe & Yokohama.
KASHMIR	8,985	6th July	Shanghai, Kobe & Yokohama.
ARAFURA	6,900	10th July	Shanghai, Kobe, Osaka & Yokohama.
RAJPUTANA	10,658	20th July	Shanghai, Kobe & Yokohama.
RAJAN	9,114	3rd Aug.	Shanghai, Kobe & Yokohama.
TANDA	6,950	7th Aug.	Moji, Kobe, Osaka & Yokohama.
NALDERA	10,088	17th Aug.	Shanghai.

*Cargo only.

All dates are approximate and subject to alteration without notice. WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passages Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., HONG KONG. Agents.

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AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. ADRASTUS		Via Suez Canal	4th June.
S.S. "CITY OF NEWCASTLE"		Via Suez Canal	12th June.
S.S. "HELENUS"		Via Suez Canal	20th June.
S.S. "CITY OF OSAKA"		Via Suez Canal	28th June.
S.S. "DARDANUS"		Via Suez Canal	12th July.
S.S. "CITY OF EVANSVILLE"		Via Suez Canal	20th July.
S.S. "LYCAON"		Via Suez Canal	28th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.

Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

CUNARD S.S. CO., LTD.

(Continued from Page 4.)

the s.s. "Caronia" and "Carmania." These steamers have always been favourites with the travelling public, and it was decided that, in order to bring them into line with the most modern practice, it was advisable to install hot and cold running water in the state-rooms, put in an improved system of ventilation, provide beds in place of bunks, and generally add to those conveniences that go such a long way to make the passenger comfortable. The hulls and engines of these vessels are in excellent condition—a tribute to the good work of their builders—and we feel sure that the improvements now introduced will enable them to fulfil many more years of useful service.

Popular Travel.

Another matter of interest is the decision we took towards the end of last year to cater more extensively for cabin and tourist third class travel. We came to the conclusion that it was in the interests of our business to operate the s.s. "Laconia" and "Sythia" as cabin steamers when on the Liverpool service; and in addition to cater more extensively for tourist third class, a type of travel that has become increasingly popular with people who, while they cannot afford to pay for high-priced accommodation, yet desire to have a little more comfort than is usually associated with the ordinary third class. This coming season we shall provide facilities for this type of travel in practically all our vessels. Certain changes have had to be made in the structural arrangements in some of the steamers, which necessarily cost money, but I hope and believe that as a result we shall be successful in securing a remunerative share of this kind of business.

Still First in the Field.

In addressing you last year I ventured to express the view that we were justified in looking for some improvement in travel across the Atlantic. I am glad to say that my anticipations have not been disappointed. We were fortunate in securing a good share of the passenger movement, and once again Cunard ships have carried a larger number of passengers in all classes than did any other line. To some extent this was due to certain group movements originating in the United States and Canada, chief among which was that of the International Rotary Convention at Ostend, for which the Cunard ships were designated as official carriers. We also secured a good proportion of the members of the American Legion which came over to re-visit Paris and the continental battlefields in the autumn of the year.

With regard to cruising business, we have as you know a good deal of our tonnage employed in this way from time to time. As in other directions, competition is becoming keener, but the Cunard Co. has won for itself a very high reputation which we are constantly endeavouring to improve, and this, I am sure, will stand us in good stead for the future.

Emigration Reduced.

Emigrant traffic at one time bulked very largely in our field of operations, and while it still has a great importance for us, there are so many limiting factors now-a-days that very little can be done by a steamship company to assist people to make a start in a new world, however desirable this may be from the national point of view. The quota law of the United States has done much to reduce it.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE AMERICAN & MANCHURIAN LINE.

From NEW YORK & PHILADELPHIA.

THE Steamship "CITY OF CHESTER"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 30th May, 1928, will be subject to Rent.

All Claims against the Steamer must be presented to the Under-Signed on or before 5th June, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

THE BANK LINE, LTD., General Agents.

Hong Kong, 24th May, 1928.

States effectively restricts the movement to that country, and the lines have had to adjust their arrangements accordingly. From the great British Dominion of Canada, with its sparsely populated territories, one would think that there would on the one hand be a considerable appeal to those in this country who feel that the opportunities for improvement in conditions are greater there than here, and on the other that there would be a greater demand from those in Canada who feel that the one thing needed more than any other is increased man power to develop that country's immense, and to a great extent virgin, resources.

From statistics I was looking over the other day I observed that in the year 1913, the last complete year before the war, out of some 257,000 third-class passengers from this side to Canada, which may be said to comprise the emigrant class, approximately 122,000 were of British nationality, while 135,000 were of foreign extraction. Last year the total purely third-class traffic to Canada was only 137,000, or little more than half of that of the year 1913. Of this 137,000, 63,000 were British, which is rather less than half the number of British carried in 1913.

I mentioned last year that in conjunction with the other British steamship lines in the Canadian trade we had arranged at the request of the home and Canadian Governments to continue the special rebate from the regular fare granted to intending Canadian settlers preceding under the Settlement Act. We hoped that with the increased prosperity of Canada there would have been a greater demand for settlers, but unfortunately the movement does not develop as freely as we expected.

From a national point of view there can be no doubt that it is to the interest of this country to spare no effort to encourage migration from congested areas to localities where the worker has greater opportunities to improve his own and his family's conditions.

New Ships For Old.

You will have noticed among the vessels sold, one of our Mediterranean cargo boats, the s.s. "Pavia," and since the publication of the report we have also sold the "Phrygia." These boats had outlived their usefulness. To replace them we have made arrangements with one of our associated companies for the provision of new tonnage, and the older vessels will gradually be replaced.

Liverpool Facilities.

Another point of more particular interest in connection with our Liverpool trades, is that during the year we have been able to arrange with the Dock Board to concentrate most of our work in the Huxley Branch Dock No. 1, where we have had one of our berths for very many years. This concentration has resulted in simplifying the working of our ships. Last week we were greatly honoured by the presence of Their Majesties, the King and Queen, of Afghanistan on board the "Scythia" during their visit to Liverpool. Their Majesties spent a night on board the steamer and expressed themselves as highly gratified with their reception and experiences on the vessel.

Devotion of the Staff.

I am once more privileged to bring to your notice the continued devotion, loyalty and ability of the members of the staff, both aloft and ashore. In no form of commercial enterprise is competition—national and international—keener than it is in shipping, and to maintain our position, still more to improve it, the finest team work is essential. Loyalty and a determination on the part of every one to do his or her best to forward the interests of the company in every possible way is the distinguishing characteristic of all those who serve under the Cunard flag. I receive constantly most appreciative letters from travellers on our ships telling me of the unfailing courtesy and efficient service rendered by our people whether in the ships or in our offices. The fine spirit that animates all ranks is an asset of the greatest value, and I am glad to have this opportunity of paying a personal tribute to all the members of the staff for their help and loyalty at all times and in all places. (Applause.)

I now beg to move, "That the report of the directors and statement of accounts for the year 1927, submitted to this meeting, be, and they are hereby received and adopted, and that as recommended by the board a dividend of 7½ per cent. for the year ended December 31, 1927, be and the same is hereby declared on the 5,570,241 Ordinary shares of £1 each issued, and upon the Government share, and that the same be payable, less income-tax on and after April 11, 1928."

I will ask Sir Percy E. Bates, Bt., to second the resolution.

Sir Percy E. Bates, Bt.: I beg to second the resolution.

The Chairman: Before putting the resolution to the meeting, if any shareholders present wish to ask any questions I will do my best to answer them.

Ald. Fred Smith: I would say this. After the admirable way in which the chairman has marshalled his facts and the clear way in which he has presented them, it seems to me to be quite unnecessary to ask any questions. (Applause.)

No questions were forthcoming and on the resolution being put by the chairman to the meeting it was carried unanimously.

The Chairman: I beg to move that Mr. Maxwell H. Maxwell, C.B.E., Mr. Frederic Ian Bates, Sir Alfred Booth, Bt., and Sir Aubrey Brocklebank, Bt., who retire at this meeting, be and they are hereby re-elected directors of the company.

Sir Percy E. Bates, Bt.: I beg to second the resolution.

The motion was approved unanimously.

Mr. S. J. Leeming: "I beg to move: That Messrs. Cooper Brothers and Co. be reappointed auditors of the company for the current year at the same remuneration as at present."

Mr. J. W. Jones: I beg to second that resolution.—This was agreed to.

Lieut.-Col. Wm. Nicholl, in proposing a vote of thanks to the chairman, remarked that he was performing this duty on the eve of a voyage in a Cunarder from Southampton. He might tell the shareholders that although he applied two months ago for accommodation on the ship, it was only with difficulty that he obtained it—an indication of the popularity of Cunard liners. That popularity had only been achieved by the good work performed on behalf of the company by the chairman, his colleagues, and the management as a whole, and they deserved most hearty thanks. (Applause.)

The motion was carried with acclamation. The Chairman acknowledged the compliment on behalf of himself and his co-directors and the management, and the meeting terminated.

MOVEMENT OF STEAMERS.

The P. & O. s.s. "Malwa" left Shanghai for this port on May 22 at 4 p.m. with the Mails, and is due here to-morrow at about 6 a.m.

The Swedish East Asiatic Co. M.V. "Rankine" left Hamburg on April 14 and is due here to-morrow.

The C.P.S. R.M.S. "Empress of Russia" from Hong Kong on May 9, left Yokohama on Friday, and is due at Vancouver on May 27.

The C.P.S. R.M.S. "Empress of Asia" (J. Halcy, R.N.R.) is due at this port on May 23 at 8 a.m., and will leave here for Vancouver, B.C., via Seattle, Nagasaki, Kobe and Yokohama, May 30 at noon.

The C.P.S. R.M.S. "Empress of Canada" left Vancouver for Hong Kong, via Japan ports and Shanghai, on May 17, and is due here on June 4.

The M/V "Agra" (Swedish East Asiatic Co., Ltd.), left Antwerp on May 7, and is due here on or about June 16.

The M/V "Delhi" (Swedish East Asiatic Co., Ltd.), left Hamburg on May 13, and is due here on or about June 17.



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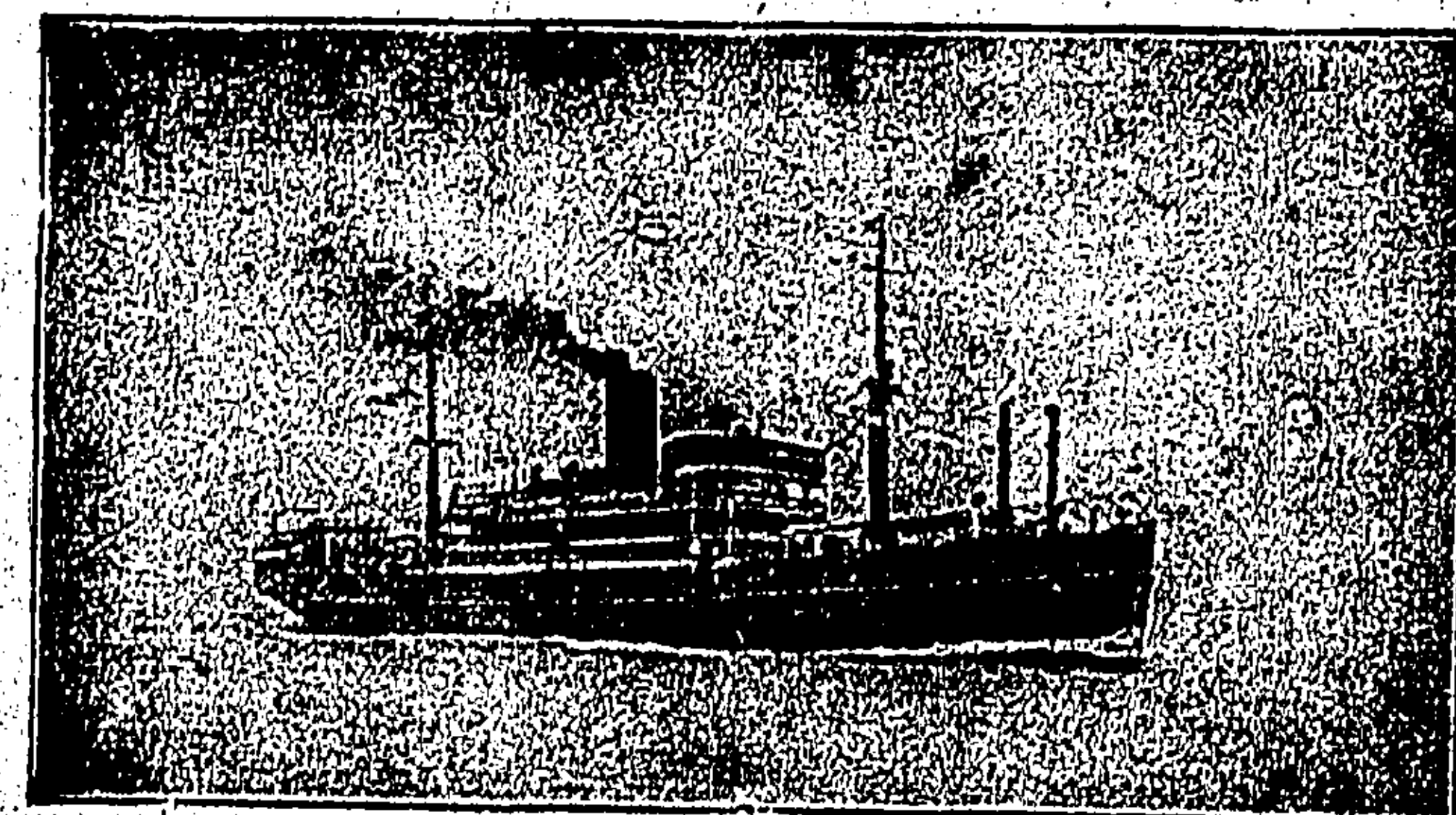
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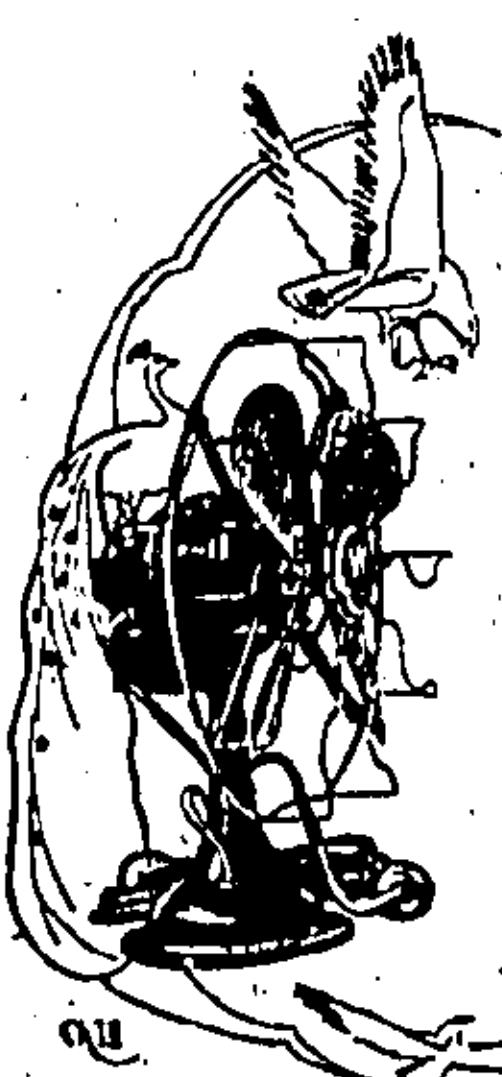
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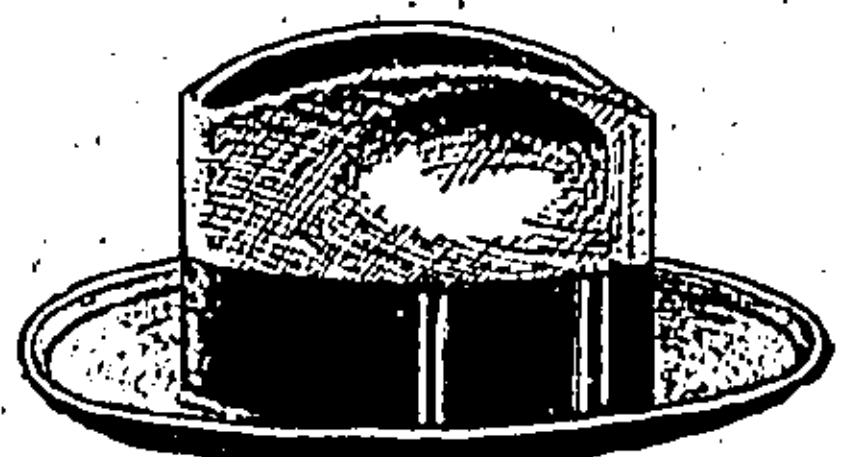
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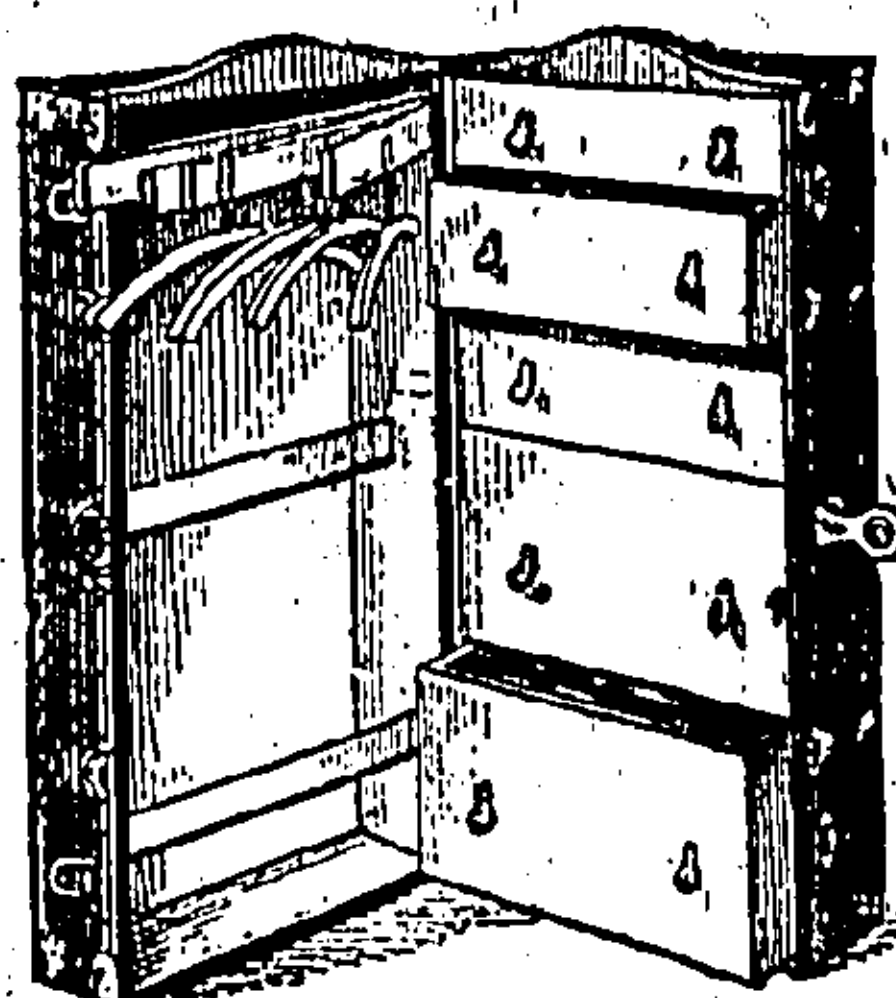
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ANNOUNCE

The funeral of the late Mr. Hysan will take place on Friday, May 25, at which hour the cortege will leave No. 32, Kennedy Road. Friends wishing to pay their last respects will be able to do so between 1 and 2 p.m., at "Yat Pit Ting," Kennedy Town.

Hong Kong, Thursday, May 24, 1928.

EMPIRE DAY.

We British are not much inclined to advertise ourselves or our country in any form or fashion, but on Empire Day we have for some years past, particularly in deference to the urgent appeal of the Earl of Meath—that sturdy and venerable patriot—permitted ourselves to "tell the world" more or less generally of our "far-flung" Empire. There are many Britons—and we are of their number—who believe that our national and natural characteristic of reticence has been somewhat carried to excess in the past, for it is possible that reticence in patriotism may be to many as difficult to understand as blatant boasting, unfortunately characteristic of some youthful nations. We should aim at striking the happy medium by which we shall avoid excessive reticence or reserve and, thus obviate the risk of having our harmless falling dubbed hypocrisy, which, unfortunately, has been much too frequently the case.

The British Empire is the greatest heritage that has ever fallen to the lot of any nation. Ancient Rome and Greece, in their greatest splendour—magnificent though they were—were puny by comparison. Never could either Roman or Greek say, as may the Briton, that never the sun sets upon his possessions.

This may seem trite, but it is true nevertheless. The British Empire has evolved gradually and is waxing greater as the years go by. In area it means millions of square miles of territory and millions of all sorts and conditions of people are embraced within its orbit—an orbit within which is sound administration, even-handed justice, hope for the future, reverence for the noble traditions of our past, particularly for those wise pioneers in many phases of life who "laid" the foundations of our Empire so "truly and well." These were the master builders and we should be proud to regard ourselves as the humble apprentices privileged to play our little part in maintaining the edifice sound and strong.

From London, our wonderful metropolis, as the Empire's mighty heart, the various branches of the Empire must continue to draw their most vital sustenance, and though never did imperial mother hold the reins so lightly these should never be wholly relaxed, for in such relaxation can only come weakness. In these democratic days there is of course a tendency towards what is probably regarded as independence, a desire to stand firmly upon one's own feet and to regard with suspicion a leaning for support upon those thousands of miles away. Such is fallacious, for distance is unknown where the only bonds are bonds of sentiment and respect, of sound administration of our common heritage and of a noble desire to hold to it, to strengthen it, to build it stronger upon the unshakeable foundations of justice, love and truth. We must therefore continue to hold in even greater reverence than ever the England—our England—that is the heart and pulse of the British Empire and regard it and particularly London as the beneficent and most salutary source of all our imperial greatness and happiness.

Locally, it seems to us that Empire Day should be more pronouncedly celebrated and that more might easily be done by the joint efforts of bodies such as Saint George's and Saint Andrew's Societies, the local branch of the Navy League, British Legion, and the ex-Servicemen. Certainly the day should be proclaimed and very generally held as one of the most important holidays of the year. Despite the nonsense spoken of our "imperialism" by those, also, who seem to flounder even as ordinary patriots, we need have no hesitation in making it clear that we

are proud of England and for what she stands, and of the British Empire and for what it is and what we, sustained by the verities that make for lasting harmony, hope it may yet become—a monument to England's love of justice, sound administration, true freedom that has its essential force in righteousness. Individually we Britons, in this little outpost of our Empire, can not do better than modestly keep in mind the great and good qualities that have gone to the making of our Empire and quietly emulate the work of those who have gone before us.

Confusion Confounded.

Hopes entertained but a short while ago that out of the Shanghai debate might arise a unified China are now entirely dissipated. Putting aside the question of foreign intervention and its probable effects, we now have a China in as turbulent mood as ever during recent years. Nothing very definite has come from the areas concerned, but it is, unfortunately, too apparent that further fighting is imminent between the Southern forces and their allies on the one side and the Northerners under Chang Tse-lin's banner on the other. Then, from the Yangtze, we have news of further disturbances, Li Chung-jon and Ching-chien having fallen out at and around Hankow. These skirmishes, however, are not likely to affect the policy of Chiang Kai-shek, for since the split between Nanking and Wuhan the party and military chiefs in the latter cities have shown no great liking for their erstwhile commander. What is more ominous from the point of view of the Southern programme and aspirations is the resignation of Mr. Hwang Fu, the Minister for Foreign Affairs of the Nanking Nationalist Government, a man who has all along been considered one of Chiang's leading lieutenants. Incidentally, he was named as member of the Nationalist committee of negotiation regarding the Tsinan incidents; and there may be more behind his defection than meets the eye.

CHINA EXHIBITION.

THANKS EXPRESSED FOR GRANTS.

The following letters of thanks have been received by the Rev. Mr. W. Walton Rogers, M.A., St. Andrew's Church, Kowloon, in respect of grants made from the proceeds of the recent "China" Exhibition:—

Dear Mr. Rogers.—I am just in receipt of yours of yesterday's date enclosing cheque \$200 being amount kindly allocated to the Chinese Mission to Lepers from the proceeds of the recently held "China" Exhibition. Needless to say, I felt most grateful to you for your help when I read of the announcement in the newspaper, and I lose no time now in writing to ask you please to convey to your Committee the heartfelt thanks hereby expressed on behalf of the Chinese Mission to Lepers (H.K. Auxiliary) for the splendid donation, and our congratulations on your very successful effort with the Exhibition.

A public acknowledgment will be made in due course—meanwhile please find receipt enclosed.

Yours, etc.,

LI CHOR CHI,

Chairman,

Chinese Mission to Lepers

(H.K. Auxiliary).

The Ho Hong Bank, Ltd.

Hong Kong, May 22, 1928.

Dear Mr. Rogers.—Please convey thanks to the "China" Exhibition Committee for their kindly thought in donating \$100 to our Hospitals.

We are very grateful indeed, for the Hospitals are in especial need of funds just now, and a surprise donation of this kind is doubly welcome.

As one who visited the "China" Exhibition, I should like to say that I feel the Exhibition was an effort which really deserved the success which attended it. I have heard many remarks of appreciation concerning it, and think the promoters are indeed to be thanked for their enterprise.

With kind regards,

Yours, etc.,

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Hong Kong, May 22, 1928.

SHANGHAI'S LYCEUM

"BENEFIT" FOR RETIRING BUSINESS MANAGER.

MR. W. ARMSTRONG.

The opening performance of the next Shanghai A.D.C. production of "All the King's Horses" will take place to-night (May 24). The occasion will be one of particular interest not only due to the fact that it will be the evening of Empire Day, but the performance will also be in the nature of a benefit to William Armstrong, better known to many people as "Bill" Armstrong, who for 40 years has been associated with the Lyceum Theatre, and has now retired.

Arrival in Shanghai in 1882.

Such of the Shanghai residents who have visited and been working in the Lyceum Theatre during the last two or three productions, have missed the familiar face of Mr. Armstrong, who for so long has been of such help and assistance not only to amateurs but to professional companies, who have appeared in the "old" Lyceum. To those who have only recently known Mr. Armstrong, equally to those who have known him for many years, it will, without doubt, be of interest to look back on his career.

He is approaching his 70th birthday, and arrived in Shanghai as far back as 1882, at the age of 23 years, having received his education at Dulwich College. Shortly after his arrival in Shanghai, he entered the service of the Shanghai Gas Co., and remained in their employ for the long period of 37 years, retiring in 1920. During this period he was in the office or counting house, and was equally associated with Mr. George Wingrove, who himself was for so many years very intimately associated with the Lyceum Theatre as one of our leading amateurs, both as an actor, and more particularly, as a producer. Mr. Armstrong very shortly after his arrival, first associated himself with the A.D.C. in the production of "All Baba and the Forty Thieves" in 1892, in which he took part as a member of the cast, and smilingly remarked when asked what part he took, "One of the thieves of course!"

Business Manager of the Theatre.

Many subsequent performances saw Mr. Armstrong on the stage, and in many following productions he rendered most valuable assistance to Mr. George Wingrove, culminating in his appointment as business manager of the theatre, following the production of "Monsieur Beaucaire" in 1905; in that year he took up his residence in the theatre, attending to his duties at the Gas Co., during the day and looking after the theatre by night. For 22 years his has been a well-known face both at the front of the house and at the back of the stage at almost every performance, both amateur and professional that has taken place in the theatre during the last 25 years.

Keen Sportsman and Volunteer.

Apart from his association with the Gas Co., and the A.D.C., Mr. Armstrong has also been a keen sportsman, and a most active volunteer. He joined the S.V.C. immediately on his arrival as a private in "B" Company, being promoted in course of time to corporal, sergeant, and colour-sergeant, and being finally transferred to the Staff as sergeant-instructor. It is interesting to recall that he was the first man to instruct the volunteers of the day in the use of the Lee-Metford rifle (an occasion well remembered, no doubt, by Mayor Brodie Clarke, who was either Commandant or a senior officer in the volunteers at the time) and for his services in this connection Mr. Armstrong received a presentation from Major Morrison, who was then the Service Commandant of the Corps.

During his long residence in China, Mr. Armstrong has only returned to the Old Country on two occasions. First in 1897 and again in 1909. During the former occasion his love of soldiering prompted him to attach himself to the Hampshire Regiment at Portsmouth, and he spent the whole of his leave with the regiment. Incidentally (and for all we know, somebody may have put him up to it) he selected the year 1897 to do this, and in consequence received as did every soldier in the British Army in that year, the Queen Victoria Jubilee Medal. On suggesting that he must be very proud of this medal, Mr. Armstrong informed our reporter that that was by no means the only medal he had, and proudly produced three others; viz., the China Medal, 1900, which he earned by being attached as a volunteer to the Field Staff of the British Army during the Boxer rebellion; the Shanghai Volunteer Jubilee Medal issued in 1903 to commemorate the 60th anniversary of the foundation of the S.V.C.; and the S.V.C. long service medal on his retirement from the Corps after 19 years of service. Mr. Armstrong admits he felt very ashamed at retiring from the

volunteer service at so young an age, but this was forced upon him following an injury to his knee which he received in the service of the Gas Company.

A Drum and Fife Band.

In addition to his other services to the S.V.C. it is worthy of note that he himself at the request of the Council formed and trained the first Drum & Fife Band. In mentioning this he said that several of the young men who were first members of this Band, are still very well remembered, and he called to mind Reggie and Chris Wingrove, Harry Ollorssen, and J. Hykes (who as recently as a few days ago showed himself to the Shanghai public as Fabius in "The Road to Rome"). Mr. Armstrong remarked that no doubt he was selected for this part by the American Players for the same reason as he himself selected him as his Drum Major.

We have, perhaps, laboured Mr. Armstrong's association with the S.V.C. whereas the point of our interview was to deal with his association with the Lyceum Theatre. It would take a whole edition of the "North-China Daily News" to recount many amusing, happy and tragic stories which he can tell during his many years at the Theatre. We will content ourselves by referring to one episode: he was entirely responsible for the production of "Regalia," a wonderful performance which took place in the Lyceum Theatre on the occasion of the Coronation of King Edward VII. The production was not under the auspices of the A.D.C., but Mr. Armstrong certainly made the crowns, sceptres and chairs for all the crowned heads of England from the time of William the Conqueror. In mentioning this, he remarked that the following morning the Earl of Leicester and the Duke of Buckingham were found asleep in Carter Road, undoubtedly due to over fatigue as a result of the long performance, while King Stephen was found to have dived into the Soochow Creek in full regalia for a \$5 bet. We also have reason to believe that on this occasion, a fire engine was missing, some of the cast having commandeered it at the end of the performance for a joy ride.

The Construction of a Barge.

Mr. Armstrong also made mention of the fact, that the first big undertaking in the interests of the A.D.C. was the construction of the barge in "Beauty in the Barge" in 1905, in which it was also necessary to construct the bar for which he was responsible, not only on the stage, but possibly off.

It is a matter of great regret to the A.D.C. that Mr. Armstrong will not be present at his benefit performance on the night of "Empire Day." Our reporter found him laid up in bed, otherwise many more interesting matters would have fallen from his lips, but on leaving he proudly produced a letter addressed to him in 1901 on the occasion of his compulsory retirement from the Volunteers, which was signed by that well-known Secretary of Council, Mr. J. O. P. Bland, in which the Council expressed their appreciation of his long services and excellent work with the Corps, and making particular remarks as to the benefit which successive squads of recruits received under his instructions, and further expressing the great regret of the Council at his retirement.

We shall miss Mr. Armstrong's cheery presence at his own benefit, but we feel sure that those who know him will be there; and those who unfortunately have not had the pleasure of being among the friends or associates, will remember that the A.D.C. and the Lyceum Theatre and scores of audiences owe much to the assistance which he has rendered to amateur and professional productions during a period of 40 years. —"N. C. Daily News."

TEASERS.

Answer The "China Mail" Questions.

TO-DAY'S POSERS.

From day to day a series of half a dozen questions, not tremendously difficult to answer, but not always so simply solved as may be thought, appear on this page. Answers are given on page nine.

1. How did the term totalitarians arise?
2. What goddess is represented in a chariot pulled by griffins?
3. What famous picture was stolen from the Louvre in 1911?
4. What date was the opening of the Manchester Ship Canal?
5. Who designed the lions for the base of the Nelson Monument in Trafalgar square?
6. And where was he buried?

SPECIAL SERVICES.

(Continued from Page 1.)

The Benediction of the Blessed Sacrament was then given by His Lordship Bishop Vallorta, after which the Cathedral Choir sang the "Adoremus."

The impressive service concluded with the singing of "God Save the King" by the entire congregation which included many parents of the children present.

PRESENTATIONS.

Girl Guides Receive New Colours.

After the service at St. John's Cathedral this morning the Girl Guides (not including the Brownies who went to the Cathedral in their respective school batches) marched to Government House where two presentations made May 24, 1928, a red letter day in the history of the local movement.

Included in the parade were the 2nd and 3rd Hong Kong companies (composed of Chinese girls) who were presented with their colours by Mrs. W. T. Southorn, the wife of H.E. the Officer Administering the Government.

Mrs. H. R. Remington was invested with the Medal of Merit which is awarded by Guide Headquarters in recognition of conspicuous service and hard work over a long period. The investiture was also carried out by Mrs. Southorn.

Mrs. Southorn's Speech. Addressing the gathering, Mrs. Southorn said:—

Guides of Hong Kong:—It is with the greatest pleasure that I have invited you here to-day to be present at the investiture of Mrs. Remington with the Medal of Merit awarded to her by Guide Headquarters for her valuable service to the Guide Movement in Hong Kong. It is not only length of service but also quality of service that has won for Mrs. Remington this award. A poet said:—

"We live in deeds, not years; in thoughts, not breaths; in feelings, not in figures on a dial; We should count time by heart throbs, he most lives Who thinks most, feels the noblest, acts the best."

Given Unsparringly.

If anyone has given unsparringly of the true Guide spirit it is Mrs. Remington. She was away when I arrived in the Colony, but at every meeting the words would occur, "Wait till Mrs. Remington comes back." And my high hopes were not disappointed. It has been the greatest pleasure to work with her and I hope our association in the Movement may be a long one. All of us realise her influence, her unceasing work, her cheerfulness, her sympathy and her tact, and I know she dwells unshrined in the hearts of her former Company—2nd Hong Kong. It is her ambition to spread the joy of this international sisterhood throughout this Colony of Hong Kong and to pass on to others the happiness she derives from it. We are very proud of Mrs. Remington. We are proud of her as a home-maker, the great aim of every true Guide; we are proud of the ribbons she wears so modestly—the record of such splendid service—a story she never recounts, but of which many of us have some idea—and I am proud to be the one to pin beside the Medal of Merit, the Guide decoration she has so richly deserved. It comes with a special message of greeting to her and to all the Hong Kong Guides from Lady Baden-Powell, who heard from me with keen interest of our humble Guide endeavours in this far-off corner of the Empire. Self-Sacrifice.

The following is the letter addressed to Mrs. Remington from Headquarters:—

"Dear Mrs. Remington.—The Executive Committee of the Girl Guides' Association has awarded you the Medal of Merit as a token of its appreciation of the long years of excellent service you have given to the Guide movement.

They realise how much time and thought you have devoted to the well-being of Guiding in Hong Kong, and how much self-sacrifice this must have entailed.

Yours sincerely,
(Sd.) Muriel Montgomery,
General Secretary."

Excellent Record.

Prior to the presentation of colours, Mr. Southorn said:—2nd Hong Kong (St. Paul's) began training its patrol leaders in November, 1926, the company being formed soon afterwards. Miss Trotter was responsible for the excellent grounding whilst Miss Tyrwhitt and Miss Kotewall have carried on the good work. This year they obtained second place in the Prince of Wales' Banner competition.

month or two later than St. Paul's, under the able guidance of Miss Wanklyn, assisted by Miss Xavier and Mrs. Way. Thanks to the energy and inspiration of their present Captain, Mrs. Cressy, they won the Prince of Wales' Banner this year; after only about 15 months' training, a very creditable performance.

Many New Helpers. In both cases we are greatly indebted to Miss Woo, M.B.E., who assisted us in the formation of the first Chinese company in the Colony, and to Miss Skinner, who followed suit. The colours are presented by the founders of the companies—Miss Trotter presents them to St. Paul's, and Miss Wanklyn to Belilios.

In conclusion, I wish to welcome all Guides this afternoon and to say how pleased I am to see so many new helpers. I am grateful, too, to the local Association and to the Scout officials for their support on this and other occasions.

Lady Stuart-Taylor. There is only one cloud on this otherwise delightful gathering. I am sorry to say that we shall be losing Lady Stuart-Taylor in October. It seems early to make mention of this now, but this is probably the last occasion before October on which we shall all be assembled together. Lady Stuart-Taylor's work for the Guide movement here is too well known to need much comment, but I am sure all present will wish to express to her their sincere regret at her impending departure and their heartfelt thanks for all she has done to help Guiding in Hong Kong. In this I know Lady Clement would wish to be associated. We hope that Lady Stuart-Taylor will remember us and write to us, and she may be sure that we shall always keep her in our hearts.

A Sacred Ensign. [The companies then advanced to receive their colours.] Continuing, Mrs. Southorn said:—

"Remember that this flag which I am committing to your keeping is a sacred ensign; it is the emblem of duty, the outward sign of your allegiance to your country and to the Guide cause. It is to be venerated and treasured and to be passed down untarnished to succeeding generations of Guides."

The following Guide companies in the Colony were represented at the Empire Day service:—1st Hong Kong Company, 2nd Hong Kong Company, 3rd Hong Kong Company, 1st Kowloon Company, 2nd Kowloon Company, 1st Hong Kong Rangers, 2nd Hong Kong Rangers, and the officers of the following Brownie Packs:—

1st Hong Kong Pack, 2nd Hong Kong Pack (Garrison School), 3rd Hong Kong Pack (Quarry Bay), 4th Hong Kong Pack (St. Paul's School), 1st Kowloon Pack (Central British), 2nd Kowloon Pack (Diocesan School).

Ovation From Guides. The ceremony was held in the hall-room. Among those noticed present were the Hon. Dr. R. H. Kotewall (President of the Boy Scouts' Association), Mr. A. E. Wood (Director of Education), the Rev. G. T. Waldegrave (Scout Commissioner), Mr. C. H. Blason (Asst. Commissioner and Hon. Treasurer of the Scout Association), Miss Woo, M.B.E., Mr. R. C. Tredwell (United States Consul-General), Mrs. E. D. C. Wolfe.

Replying to the ovation given her by the Guides, Mrs. Remington said: "I feel that I don't deserve this medal as I enjoy my work with you so very much."

At the close, Mrs. Southorn received prolonged cheers from the assembly.

ESSAY PRIZES.

St. Joseph's College Competition Winners.

The usual Empire Day essay competition for prizes presented annually by the St. Joseph's College Old Boys' Association took place at the College.

The prizes were awarded as follows:—Master M. Murphy, Class I. Master Cheung Shu-ling, Class I.

Master Woo Pak-foo, Class II. Master G. Ribeiro, Class II. Master F. Lopes, Class II.

BOMB EXPLODES.

PEOPLE INJURED AT CONSULATE.

Buenos Aires, Yesterday. A bomb exploded at the Italian Consulate, injuring a dozen people. —Reuter.

TO THE POLE.

THE "ITALIA" SETS OUT.

Oslo, Yesterday. The "Italia" left for the Pole at 440 this morning in favourable weather. —Reuter.

CINEMA NOTES.

"THE FRONTIERSMAN" AT WORLD.

AN EXCITING FILM.

"The Frontiersman," the new picture which comes to the World Theatre to-day is a stirring tale dealing with the early frontier days of Tennessee when Andrew Jackson and his militia completely crushed the power of the Creek Indian Confederacy in 1813. Colonel Tim McCoy plays the role of a young officer of the militia who faces many dangers in his efforts to prevent war between the settlers and Indians. Claire Windsor appears as the daughter of Andrew Jackson while Russell Simpson portrays the famous general himself. To Frank Hagney is entrusted the role of a sinister rebel and Tom O'Brien of "The Big Parade" is responsible for comedy relief. Others in the cast are Louise Lorraine, Lillian Leighton, John Peters and May Foster. The picture was directed by Reginald Barker, famous for his skill with pictures like this and "The Flaming Forest."

"THE BOY FRIEND."

An excellent cast of players is a feature of "The Boy Friend," the picture to be shown at the Star Theatre from to-day to Saturday. The cast includes John Harron, Marceline Day, George K. Arthur, Gertrude Astor, and Ward Crane. Adapted from the stage play "The Book of Charm," the story concerns a young village belle who longs for the thrill of city life through the letters received from her chum. Anything "her boy friend" can say has no effect. He conceives the plan of adopting city manners and arranges a party, the members of which, he has coached in "the continental manner," with the idea of giving the girl he loves an opportunity of meeting "superior people" at home. Of course the plan fails, though in a highly entertaining manner, and through the failure, the picture is brought to a happy conclusion. "The Boy Friend" was directed by Monta Bell who also directed "The Snob," "Fifty Ladies," and "Ibany."

CHILD MARRIAGES.

PROPOSED PENALTIES IN INDIA FOR ABETTORS.

New Delhi.—The interchange of courtesies between Sir John Simon, chairman of the Indian Statutory Commission, and Mr. V. J. Patel, the President of the Indian Legislative Assembly, has facilitated the removal of the existing tension. One result of this was that Sir John Simon, Colonel G. R. Lane-Fox, and the Hon. E. C. G. Cadogan appeared in the President's box in the Assembly during a brief sitting of the House.

The chief business at this sitting was the discussion of the Early Marriage Bill, promoted by Rai Sahab Harbilas Sarda. Owing to strenuous opposition on the part of orthodox Hindus, the bill was altered in Select Committee so as to effect its purpose, not by declaring child marriages to be invalid, but by penalising participation in such marriages. Even then the extreme orthodox view, voiced by Mr. A. K. Acharya, was opposed to the bill. A majority of the House, however, with Government support, agreed that the bill should be circulated for opinion.

Notable speeches in favour of the bill were made by Sir Hari Singh Gour, Mr. Ishwar Saran, and Mr. G. D. Birla, the latter speaker impressing on the House the significant fact that Pandit Madan Mohan Malaviya was generally in favour of the measure.

Sir John Simon and his colleagues watched the proceedings with interest. The atmosphere has distinctly improved, and there is little doubt that the boycott feeling has immensely receded, justifying the contentions of those who maintained that the staying power of the movement was always dubious.

It would not be surprising if the Bengal and Bombay Legislatures agreed to co-operate with the Commission, following the lead of the Punjab and Burma. A definite trend towards co-operation in quarters hitherto obdurate is not, moreover, beyond the bounds of possibility.

Tokyo, Yesterday.—After overcoming strong opposition from the Finance Minister and the Minister of Education, Baron Tanaka has nominated the millionaire mining magnate, Kihara, as Minister of Communications. He will replace Mr. Mochizuki, who is transferred to the Home Ministry. —Reuter.

TOY PISTOLS.

HOW THEY CAN BECOME "LETHAL WEAPONS."

VEEXING LEGAL PROBLEM.

Should the regulations relating to the selling of toy pistols be made more strict?

This question has arisen following upon the dismissal by the Kendal Magistrates of a summons brought against a local tradesman for selling firearms contrary to the law.

In this particular case, the police alleged that a revolver, though sold as a toy, could be easily converted into a lethal weapon by means of a drill. A Corporation mechanic had bored a barrel and two chambers, so that bullets were fired which penetrated a plank three-quarters of an inch thick at a distance of 90ft.

The defending solicitor read a letter from Scotland Yard, which stated that they would not prosecute where toy pistols were sold without a permit.

A member of the Firearms Department of Scotland Yard told a "Morning Post" representative that similar summonses were frequently heard in the Courts. "The letter referred to," he said, "is one which was sent to the Chief Constable of a certain district some months ago. It has been quoted for the defence in several similar cases all over the country."

The Highways Act. "The only way in which the police can take action against toy pistols is by a contravention of the Highways Act, which prohibits the use of any kind of firearm, whether with blank or live cartridge, within 50ft. of the public highway."

In the event of an accident happening through the use of live ammunition in toy pistols, the Commissioner of Police could make representations to the Home Secretary, but as the law stands at present the police can take no action against the selling of toy pistols without a permit unless it can be proved that they are lethal weapons.

Another Scotland Yard official admitted that the law left too great a loophole in this matter. "A recent murder," he said, "was committed with a pistol little larger than many of those sold as toy pistols recently. It is quite possible, by cutting the barrel or drilling a bore in a toy pistol, to convert it into a formidable weapon."

"As a Magistrate," he added, "I would have to dismiss a summons for selling a toy pistol without a permit, but as a police official I know that anyone can convert a toy pistol which is constructed for blank cartridges into one which can fire live ammunition."

A Home Office official stated that, according to the existing law it remained with the local Courts to decide whether or not the misuse of a pistol only meant for blank cartridges made it a "lethal weapon."

Mr. J. H. Hayes, M.P., for

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "Los Miserables."

To-day—World Theatre; "The Frontiersman."

To-day—Star Theatre; "The Boy Friend."

Sports. May 25—Fifth Extra Race meetings of the H.K. Jockey Club, Happy Valley.

June 3—Next meeting of the Macao Race Club.

Lamamts' Auctions. May 25—Office and household furniture at Sales Room, Duddell-st., 2.30 p.m.

May 29—Household furniture at 9, Middle-rd., Kowloon, 2.45 p.m.

May 30—Household furniture at 5A, Jordan-rd., Kowloon, (first floor), 11 a.m.

Land Sale. May 29—At P.W.D. Offices, one lot of Crown land at Kowloon, 3 p.m.

Meetings. May 25—Fifty-fifth annual meeting of Union Insurance Society of Canton, Ltd., Union-bldg., 11 a.m.

May 25—Fifty-ninth annual meeting of the China Fire Insurance Co., Ltd., Union-bldg., 11.15 a.m.

May 25—Sixty-second annual meeting of British Traders' Insurance Co., Ltd., Union-bldg., 11.20 a.m.

May 29—Half yearly meeting of H.K. Jockey Club, H.K. Club annex, 5.15 p.m.

Miscellaneous. May 24—Official opening by H.E. the Officer Administering the Govt. of Cheer 'O new premises in City Hall, 6 p.m., when the Misses Doris and Aileen Woods will sing.

May 24—Theosophical society weekly public lecture "The Perfect Religion," 7, Duddell-st., 6 p.m.

June 4—Reception at Government House in honour of the King's birthday.

June 5—First of a series of addresses at Union Church Hall, Kennedy-rd., on the Old Testament, by Mr. J. S. Flacks.

November 13—Matriculation, Senior and Junior Local exams, at the Hong Kong University.

As the result of a hasty quarrel, two Chinese were yesterday afternoon admitted to the Kwong Wah Hospital suffering from severe wounds received to the head and arms. They are both from the s.s. "Solviken," moored at No. 46 Buoy. Later the contestants were removed to the Government Civil Hospital.

Edge Hill, will ask the President of the Board of Trade in the House of Commons whether he will give the number of toy pistols and revolvers imported into Britain during the past twelve months, which figures are available, and the countries of origin, as well as similar information with regard to lethal weapons.

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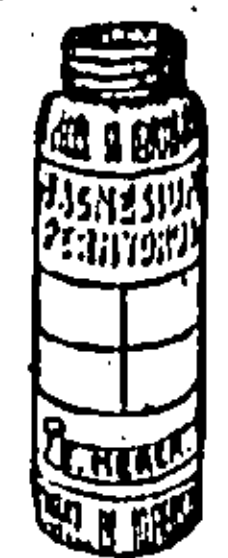
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Of 72 candidates for 10 seats on
Edmonton Guardians, which at pre-
sent has 20 men and 20 women mem-
bers, 51 are women.

A funeral service at South
Stonham Cemetery was conducted
by a Southampton undertaker, in the
absence of a minister.

Mr. A. T. Overall, captain of
Acton Fire Brigade, was sum-
moned by telephone to lead his men
in fighting a fire on his own
premises.

Mr. Ernest Gadsby, a farmer, of
Arnold, Nottinghamshire, who was
thrown from his horse while riding
home after midnight subsequently
died.

Mr. E. Deddington Behrens, who
put forward the Brighton National
Film Studio scheme, will be a
member of the board of the F. A.
Szarvasy cine-variety company.

Mr. W. Rayner, of Daneshurst-
street, Fulham, S.W., who with
three other men was hurt when a
motor-cyclist ran into some barriers
on the Kingston, Surrey, by-pass
road, is still in Kingston Hospital.

The King gave permission for the
gardens at Sandringham to be open
to the public on Wednesdays and
Thursdays from April to September
to aid the Garden Scheme Fund of
the Queen's Institute of District
Nursing.

There is still trouble among the
crews of China Merchants steamers
and some of them now insist that
the strike was due to the company's
action when the latter appointed a
new commodore for one of its
ships. Three ships have been un-
able to sail in accordance with
sailing programme and negotia-
tions for a settlement are still
proceeding.

After lying empty for three
years, the piece of land adjoining
the Bubbling Well Cemetery, eleg-
antly known as the "Bone Yard,"
is being built over. Seventy Chi-
nese dwelling houses of good class
will be put up there and the road
will be faced by 15 shops. Work has
already commenced on these and is
expected to be finished about the
end of September or beginning of
October.



H.R.H. Princess H. Victoria.

Last night public motor car No.
205 accidentally knocked down a
coolie at the corner of Des Voeux-
road West and Sutherland-street.
A number of the coolie's compan-
ions who were at work carrying
sacks of rice into a godown, set
upon the driver of the car who
would have suffered severe injuries
but for the timely arrival of Indian
and Chinese constables. The in-
jured coolie who was in a bad con-
dition was removed to the Govern-
ment Civil Hospital.

Four Chinese, who have been
arrested on the allegation of having
been concerned in an armed rob-
bery on board a fishing boat in
Lung-ku-tan harbour, in the New
Territories, on May 15, were charged
before Mr. W. Schofield at the
Kowloon Magistracy yesterday.
They also had to face a more
serious count of kidnapping the
master of the boat for ransom. A
week's formal remand was given,
the hearing of the case being fixed
for next Thursday afternoon.

The Shanghai local authorities
have issued a proclamation with
reference to industrial disputes.
The Nationalist Government, it
says, has drawn up a scheme
whereby troubles arising between
labourers and capitalists may be
settled amicably and the general
public is exhorted to work along
these lines whenever difficulties
arise. Should there be any con-
flict, the public may request the
Bureau of Agriculture, Industry &
Commerce to mediate, but, pending
a satisfactory settlement, all strikes
and stoppages of work are pro-
hibited.

Another new steamer is to be
built on the Clyde for the Canadian
Pacific Railway.

The Exchange Banks will be
closed on Monday, May 28 and
Monday, June 4.

Old cars fitted with "gate" doors
are to disappear from London's
Underground Railway.

By order of its Watch Committee,
Socialist ruled Sheffield is not to
see "The King of Kings" film.

Messrs. Caldbeck, Macgregor and
Co., Ltd. are advertising as a hot
weather beverage light pilsener
kupper beer.

Lammert Bros. are holding two
household furniture auctions next
week, one at 9, Middle-road on May
29 and the other at 5A, Jordan-road
on May 30.



Cardinal Vannutelli.

At South-Western Police Court
Guy Joseph Leonard Rolfe, an en-
gineer, of Devonport-road, Shep-
herd's Bush, W., was remanded
charged with the manslaughter of
Winifred Doris Jameson, aged 7,
who was knocked down by a motor-
car in Upper Richmond-road,
Putney.

London, May 22.—After three
years of negotiations the Russo-
Japanese Fishery Agreement for-
merly included in the Treaty of
Portsmouth, has been concluded,
and a formal exchange of ratifica-
tions has taken place. This re-
moves what was at one time a cause
of friction.—Reuter.

Mr. W. Schofield and Major C.
Willson sat together at the Kow-
loon Magistracy yesterday after-
noon to hear a case of possession
of arms and ammunition, in which
a boatman and two boatwomen
were charged. Mr. Russ who ap-
peared for the defence asked the
Magistrates to take a lenient view
of the case. The arms had been in
the water for some time when they
were fished out by the defendants,
and it was a case of temptation on
the part of one of the women to
keep the arms after finding them
got them all into trouble. The
first woman who was the man's
wife was discharged. Her husband
and his mother (the second woman)
were convicted and each sentenced
to three years' hard labour.

Dr. Reiser reports that Queen
Hetepheres's carrying chair was
delivered to Cairo Museum on
April 5, after two years of careful
work had been put in on it. The
chair is absolutely unique. It is
cased in patterned gold and inlaid
with solid gold hieroglyphics. Its
exquisite beauty throws a flood
of light on the artistic sense of
Egyptian craftsmen of the pyramid
age. This chair was made 5,000
years ago by order of
King Cheops for his mother,
then the greatest lady in
Egypt. The wood of the chair
as found in the Queen's secret tomb
was entirely decayed or shrunk to
one-sixth its original volume, and
could, therefore, not be used to
support the gold casing. The four
pieces of shrunken wood had the
joints of tenons and mortises in
perfect preservation, and from
these indications the wooden parts
were reconstructed in new wood
exactly like those of the original
chair. The gold cases and gold
hieroglyphics were then mounted
on the new wooden case. The
arrangement was for the Queen to
sit on a cushion on the floor of the
chair with her knees up and her
arms resting on the arms. The
chair was then carried shoulder-

Jewellery worth £1,000 was stolen
by thieves who broke into the shop
of Mr. A. Thornton, jeweller at
Kettering, Northamptonshire.

Further grants amounting to
£24,000 were made out of the Man-
sion House Thames Flood Relief
Fund at a meeting to close the fund.

£1,026,500 for 1926 and £3,000,
000 for 1927 is the estimated extra
cost of the additional troops sent
to China, says the London "Daily
Mail."

Mr. E. Rosslyn Mitchell, Socialist
M.P. for Paisley, will oppose Mr.
Baldwin and Sir Herbert Samuel for
the Lord Rectorship of Glasgow
University.

According to the "Sinwanpao,"
the Commissioner of Foreign Af-
fairs, Mr. Wunsz King, has had an
interview with the Japanese Con-
sul-General in connection with the
patrolling in Chinese territory of
Japanese soldiers.

A special Empire Day service was
held at Union Church, Shanghai,
last Sunday morning and was at-
tended by military and naval units.
The lessons were read by Sir Sidney
Barton, Consul-General, and Col.
H. B. Orpen-Palmer, Commandant
of the S. V. C. The subject of the
sermon by the Rev. E. F. Borst-
Smith was "Religious Preparation
for Empire Day."

The Shanghai Municipal police
during 24 hours last week arrested
no fewer than 45 persons (nearly
a record) of which 20 were identi-
fied as having been in custody be-
fore. There were three alleged
abductors, a kidnapper, three per-
sons in possession of firearms, and
six snatchers, all of the latter be-
ing old offenders.

Through the courtesy of Mr. M.
W. Stevens the Shanghai Carlton
Theatre generously entertained 82
boys and girls from the School for
Poor Russian Children, 56 Route
Chisi, last Friday at a matinee per-
formance of "On Your Toes." The
youngsters were taken to and from
the theatre in conveyances kindly
provided free of charge by Messrs.
G. E. Marden & Co., Ltd. They
thoroughly enjoyed the afternoon's
outing and entertainment.



LADY WILLINGDON

The Kiangsu Provincial Govern-
ment has decided to contribute
\$100,000 towards relief for the
famine-stricken people of Shan-
tung. The provincial govern-
ment has also urged the
Famine Relief Commission
to undertake the responsibility
of collecting \$300,000, mak-
ing a total of \$400,000. Mr. Chiao
Paoyuan, commission inspector,
has been ordered to Yenchow and
Yichow districts to investigate con-
ditions so that definite steps may
be taken in the distribution of re-
lief.

The Municipality of Greater
Shanghai has issued an announce-
ment in connection with the use
of national products. The Board
of Education is preparing text-books
in which the use of national goods
is encouraged. The Bureau of
Agriculture, Industry & Commerce
is preparing a policy regarding the
development of Chinese industries
and is taking steps to prevent the
practice of certain merchants selling
foreign goods under the guise of
Chinese-made products, and the
Minister of Finance is putting into
execution a policy whereby national
goods will be safeguarded.

An application was made in the
Shanghai Provisional Court by A.
Jitsayenko, a Russian chauffeur,
for the commutation of a sentence
passed upon him several weeks ago.
Jitsayenko was fined \$25, sen-
tenced to three months' imprison-
ment, and ordered to pay \$10 com-
pensation to a richa coolie, for
driving a motorcar on the Bund
during the Russian Easter holidays
whilst under the influence of
liquor and colliding with the
richa coolie. Judge Liang order-
ed that the remainder of accused's
sentence should be remitted at the
rate of \$1 per day for each unserved
day.

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A WEEK'S PAPERS
IN ONE

"OVERLAND CHINA MAIL"

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Certain events during the past week help to illustrate
the world-wide interest being taken in China, Japan, Tsinan
and Manchuria.

In London, the Under-Foreign Secretary made two
statements in Parliament. One was that Britain did not
intend to interfere in the campaign of the Southerners.
The later one was an admission that troops had been sent
from Shanghai in preparedness for danger to Britons at
Tientsin.

In spite of domestic politics, America has had to
divert some attention to China, what with the request for
her moral support and suggestions that she should mediate.
Then the U.S. Minister at Peking sent a Note warning the
Nationalists.

Japan, of course, is very much in the limelight at the
moment, internationally, in view of the statement made by the
Vice-Minister of War, a soldier, who referred to Britain's policy
of defending Shanghai last year and to American intervention
in Nicaragua.

News from the spot will, therefore, be doubly welcome
everywhere. To ensure getting your copy, get the "Over-
land China Mail" at once as it contains a complete account
of the week's events. It tells what is happening up
North, how anti-Nipponism spread from port to port with-
out becoming sensational, and how even in this British
colony, a number of agitators ran foul of the law.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going
Home on leave this year? If you are, you will be surprised
by the number of persons who will ask you about China and
Hong Kong. You will be astonished at the number and type
of silly questions put to you in all good faith. And you will
have to admit reluctantly (if only to yourself) that you are
not quite certain. Will you be believed, though? Keep in
touch with Hong Kong and China by having the "Overland
China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you
can keep yourself well informed if you have the "Overland."
The articles which you will seek are written to help non-
Chinese to understand. In any case, you will not regret, from
your own point of view, being posted with the main develop-
ments (reported in brief) while you are away.

READY TO-MORROW.

Mails close as follow:—

Via Suez at 10.30 a.m. on Saturday.

Via Siberia at 10.30 a.m. on Tuesday.

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"THE OVERLAND CHINA MAIL."

AMERICANS OUT.

BRITISH AMATEUR GOLF CHAMPIONSHIP.

THIRD ROUND RESULTS.

Prestwick, Yesterday. In the second round of the British amateur golf championship Sh. Holderness beat John McHugh (San Francisco) two and one and J. Henderson DunDonald beat Harry Brower (America) three and one. The American challenge is thus extinguished. Other prominent scores matches were:—J. Lang of Erskine beat Hazlet 1-0.

In the third round the Anglo-American, Douglas Grant of St. George's, beat Gordon Simpson, the Royal and Ancient, three and two. A. MacCullum beat Stout, the English champion, 1-0. Rankin, of Sunningdale, beat Storey, of Newmarket 1-0. Beaumont Pease, of Alnmouth, beat Holderness 1-0. Wethered beat Colin Aylmer, of Ranelagh, seven and six. Lang beat Robert Harris six and four.—Reuter.

LEAGUE TENNIS.

H.K.C.C. DEFEAT THE M.B.K.

29 GAMES.

The Hong Kong Cricket Club M.B.K. in the "A" Division of the Tennis League by 29 games. Scores:—

G. W. Sewell and A. D. Humphreys (H.K.C.C.)—
beat T. Honda and T. Akiyama 6-5
beat Mizobe and Inagaki 3-3
beat T. Yamada and H. Yoshida 7-4

F. D. Lawrence and McEachran (H.K.C.C.)—
lost to T. Honda and T. Akiyama 4-7
beat Mizobe and Inagaki 11-6
lost to T. Yamada and H. Yoshida 5-6

Major W. B. Stevenson and Rev. F. P. W. Alexander (H.K.C.C.)—
beat T. Honda and T. Akiyama 7-4
beat Mizobe and Inagaki 9-2
beat T. Yamada and H. Yoshida 3-3

Total: H.K.C.C., 65; M.B.K., 34.

AUTOMATIC PHONE.

AMERICAN ENGINEER IN CANTON.

WORK PUSHED ON RAPIDLY.

Consequent upon the conclusion of an agreement by the Canton Municipal Government with the China Electric Co. for the installation of an automatic telephone system, work is being pushed forward rapidly, says the "Gazette."

An American engineer has arrived from Shanghai to supervise all the constructional work necessary, and with him are a corps of Chinese assistants. Routes for the underground cables have been mapped out, plans for the central exchange station completed, and altogether considerable energy is being displayed in getting through the preliminary spadework.

Concrete Building.

Tenders have been invited for the construction of the central exchange building, the tenders closing on May 23. The building will be erected in Sai-kwa-yuen, in front of the Tai Ping theatre, and the total land available is of an area of approximately two mows. The building itself will occupy but one mow, or so, and will be of reinforced concrete throughout, but the floors will be covered with hardwood.

Long Distance Service.

There will be three storeys altogether, providing accommodation for all the machinery, batteries, switchboards, etc., besides room for five suites of offices. A long distance telephone service is also provided for.

It is expected that the exchange building will be completely built within five months, while the laying of underground leads will probably be commenced some time next month.

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UNDER THE SOVIETS.

A SURVEY OF MARRIAGE AND HOME LIFE.

SO-CALLED RUSSIAN UTOPIA.

[By A. Wanderer in Russia.] The old Orthodox Church did not allow divorce. Marriage between two persons belonging to different confessions was difficult or impossible. Civil marriages were unknown.

After the Revolution the wine of freedom mingled into many heads, and excesses were committed by young people, especially Communists. But all that is over now, and excesses, if they exist at all, are confined to the Soviet bureaucracy. The working class look upon the problem of love, marriage, and family as one of those "internal, insoluble problems" that torment the common consciousness without ever finding a solution. One thing is certain—marriage of the old type, arranged by the parents and semi-patriarchal, has gone never to return. The great majority of town marriages are civil. If there is a subsequent ceremony in church it is usually because the parents of the wife press for it, and very often it only takes place when children arrive. Until they have children a man and his wife do not feel that they are rigorous. The husband is far less bound together by the "ras-pistaya"—that is to say the "signing one's name" or "under-writing," as the civil marriage is called. (Divorce is called "ot-pistaya" or "writing off"). When they have children they are not bound, as they used to be, by the mere fact that they are married, but by the home and their common life and purpose. Women are more self-confident now and are less inclined to put up with the whims of their husbands. A Japanese Reformists have done much to help the toiling masses in China. Not the slightest effort has been made to show that the part of imperialist governments of counter-revolutionaries. If Reformists are silent, the labour classes of the world must speak. It is she also has no difficulty in making him pay for the upkeep of the children if he should desert her. On the other hand, a man and a woman may live together without having gone through any formality of marriage whether religious or civil and incur not the slightest dishonour or disgrace.

The Condition of Women.

Nevertheless, the situation of the Russian woman is lamentable. Even before the Revolution, especially during the Great War, vast multitudes of women went into industry. The Revolution only intensified this movement, and "War Communism" did all that remained to deprive women of their "household duties." The vast majority of the population has a very high, so that women are compelled to look for work outside the home. At the same time the protection accorded to women as mothers and housewives is extremely meagre. Children's homes, public nurseries, and creches are all too few. And as most women have no chance to care for their children and do not know what to do with them, many children are simply "thrown out." That is to say the mothers leave them in railway trains, on the stations, in front of police headquarters, in the reception rooms of hospitals. This expedient has reached menacing dimensions and is one of the reasons why child vagrancy is not abolished. The army of homeless children is recruited not only from orphans but far more from the children of working mothers or even of mothers who cannot afford a nurse or a servant.

And so, in spite of the great spiritual liberation of women and their self-confidence, and in spite of the recognition men give them as their equals, the "woman question" is probably more acute in Russia than in any other country. Prostitution has taken on new forms. According to official statistics there are tens of thousands of professional prostitutes in every big town. But the chief reason is that in Russia the dividing line between prostitution as a regular profession and prostitution as a temporary refuge from unemployment has disappeared, and in this respect prostitution in Russia differs from prostitution in other countries. The prostitutes themselves look at it in this way: "If the Government will get us work we shall be very happy to work." There is one terrible fact to be mentioned in this connection (it is stated by Dr. Friedland in his "Diary of a Venerologist"): whereas before the war the percentage of married persons amongst those suffering from venereal disease was very small (about 8 per cent.), nowadays the majority (about 75 per cent.) of afflicted persons are married.—"Manchester Guardian."

"REDS" APPEAL.

SHIFTING THE BLAME IN CHINA.

ASKING INDIA TO REVOLT.

The International of Red Trade Unions has issued two appeals. The first addressed to the "workmen of all countries, states:—
"The Congress of Profintern, comprising the representative of 45 countries of Europe, Asia, America, Africa, and Australia, informs the labour classes of all the world that a bloody, unprecedented terror continues in China. Thousands and tens of thousands of its best sons are being killed and mutilated. The cruel militarists and the Chinese bourgeoisie, acting in a fit of madness, are trying with sword and fire to eradicate the Chinese labour and peasant movement. In the vast territory of China, mass executions are taking place with the direct assistance of Britain, France, America, and Japan. The object of these mass executions is to suppress and to destroy labour movements, and to throw Chinese proletariat and peasantry back into a state of poverty.

"While all vast China is overflowing with the blood of innocent martyrs (workers and peasants); while a mad terror is annihilating thousands and tens of thousands of workmen, peasants, and women; while hecatombs of victims in China prove the existence of a bloc between Chinese reactionaries and world imperialism; the official leaders of the labour movement in imperialist countries continue to be silent upon the Chinese events, as if the life there is quite normal. Neither the Labour Party or the General Council in Great Britain, the American Federation of Labour, the Reformist Confederation of Labour in France, or the Japanese Reformists have done anything to help the toiling masses in China. Not the slightest effort has been made to show that the part of imperialist governments of counter-revolutionaries. If Reformists are silent, the labour classes of the world must speak. It is she also has no difficulty in making him pay for the upkeep of the children if he should desert her. On the other hand, a man and a woman may live together without having gone through any formality of marriage whether religious or civil and incur not the slightest dishonour or disgrace.

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TEASERS.

Answers to To-day's Questions.

1. The term arose from a quaint assertion of a Preston working man (member of the first English Temperance Society) when the question of partial or total abstinence was discussed. He declared that nothing but "te-te-to-tal" would do.
2. Nemesis, goddess of vengeance.
3. Leonardo da Vinci's "La Gioconda."
4. January 1, 1894.
5. Sir Edwin Landseer.
6. St. Paul's Cathedral.

"MADAME SPEAKER."

PUBLIC MEMORY PROVERBALLY SHORT.

The temporary occupation a short time ago of the Speaker's Chair in the British Columbia Legislature by Mrs. Ellen Smith, M.P., when members, speaking in the Budget debate, addressed her as "Madame Speaker," has been reported in the press as a "new precedent for any British Legislature." The public memory, however, is proverbially short, and it has evidently been forgotten that some years ago "Our Mary Ellen," as Mrs. Smith is affectionately termed in the Dominion, might have permanently occupied that particular position if she had been so minded. In 1912 she was offered the Speakership of the House at the United request of the Government and the Opposition, but declined the honour because she preferred to remain on the floor of the House, where she could speak for herself. Later she resigned her position in the Cabinet for the same reason—viz., in order to secure freedom for public criticism of courses of which she could not approve. Mrs. Smith has been a member of the British Columbia Legislature almost continuously since 1918, and has had the satisfaction of seeing every one of the measures she has advocated become law. These include the establishment of a Juvenile Court with the appointment of a woman judge, Mrs. McGill; a Minimum wage Act for women and girls; a Mothers' Pensions Act; a Deserted Wives' Maintenance Act; a measure which ensured the proper adoption of children; an Equal Guardianship Act; a Testators' Family Maintenance Act; and raising the age of marriage from 12 to 14 for girls, and from 14 to 16 for boys.

A Woman Deputy Speaker.

The only other woman in the world to occupy a corresponding position to that lately occupied by Mrs. Smith is a cultivated Hindu lady doctor, Dr. Muthulakshmi Ammal, a well-known medical woman in Madras, who, in 1926, was nominated by the Government of Madras as the first woman member of the Madras Legislature. So much impressed were her colleagues by her outstanding ability as a legislator that in her first session she was unanimously elected to the difficult post of Deputy President, which corresponds with



Canton, China. Before the Russian Communist army was driven from the city by Nationalist forces under command of Gen. Li Kai Sun, a lieutenant of Gen. Chiang Kai Shek, they dynamited the principal buildings and pillaged without restraint. Photo shows the ruins of the buildings on the main street in Canton after the Russians had departed.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	2/1 1/2
Bank, on demand	2/1 7/16
Bank 30 days' sight	2/1 1/2
Bank, 4 months' sight	2/1 1/2
Credits, 4 months' sight	2/2 1/2
Documentary 4 months' sight	2/2 1/2
On Paris—	
On demand	1312 1/2
Credits, 4 months' sight	1387 1/2
On Berlin—	
On demand	—
On New York—	
On demand	51 1/2
Credits, 60 days' sight	53 1/2
On Bombay—	
Wire	141
On demand	141
On Calcutta—	
Wire	141
On demand	141
On Singapore—	
On demand	91 1/2
On Manila—	
On demand	103 1/2
On Shanghai—	
On demand	75
30 days' sight (private paper)	—
On Yokohama—	
On demand	111
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	9.15
Silver (per oz.)	28 11/16
Bar Silver in Hong Kong	4 1/2 per cent.
Chinese Copper Cash nom.	—
Chinese Copper Cents 6% prem.	—
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	32 1/2 dis.
Hong Kong Sub. Coin Par.	—

LONDON EXCHANGES.

London, Yesterday.	
Paris	124
New York	4.88 3/16
Brussels	34.58
Geneva	25.33
Amsterdam	12.09 1/4
Milan	92.70
Berlin	20.40
Stockholm	18.19
Copenhagen	18.19
Oslo	18
Vienna	34.695
Prague	164 1/4
Helsingfors	194
Madrid	29.125
Lisbon	2 3/32
Athens	374 1/2
Bucharest	735 1/2
Rio	5 59/64
Buenos Aires	47 1/2
Bombay	1/5 31/32
Shanghai	2/10
Hong Kong	2/1 1/2
Yokohama	1/10 13/16
Silver Spot	28 11/16
Silver Forward	28 9/16

LINKING-UP.

THE TWO KWANGS' RAILWAY SYSTEM.

PROJECTED ROAD TO HUNAN.

The Canton Government has received a telegram from the Kwangsi authorities, requesting assistance and advice on a proposal to build a railroad to connect up with Hunan province.

It was pointed out that there are but poor means of communication with Hunan province, and trade with that province is severely handicapped. As is known, the West River forms the main means of communication, but this waterway runs in an easterly and westerly direction, and offers no facilities for communicating with the territory to the north.

Passengers and Goods. Although roads and highways help to develop a country, still the transport facilities offered by such means are comparatively limited motor vehicles are of limited capacity, says the "Canton Gazette." Railways are essential for the full development of any territory as both passenger and cargo can be transported at a minimum of cost.

It is considered that a railway built between Yanchow in Kwangsi and Chuchow in Hunan will be richly repaid in that it will tap a very fertile and productive country whose products at present are hindered from coming down to the two Kwang provinces in any quantity through the lack of easy and cheap transport.

Projected Route. The projected route of this railway is through Nanning and Tsin-kong, and the route has been planned to run so as to serve a vast district of great productive power. The realisation of this project will mean increased prosperity for the two Kwangs and therefore under the circumstances, the Kwangsi authorities have approached the Kwangtung Administration for advice, help and co-operation in this matter.

Epsteinberger, Master Robert E. Spielberger, Miss Lucille E. Spielberger, Miss Beatrice E. Spielberger, Mr. Gerald Violet, Miss Margaret K. Williamson, Mr. T. Yamaki, Mrs. T. Yamaki.

PASSENGER LIST.

ARRIVALS.

Passengers arrived by the s.s. "President Lincoln" from America and the North were:—

Mr. Chan Ho, Mrs. Chan Wun, Mrs. Chen Tse-ho, Miss Eileen Chan, Miss Nell E. Elliott, Mr. Samuel B. Ellis, Mr. Fan Chi-sun, Mr. H. E. H. Goel, Mr. Hoo Cheun-mun, Mr. John R. Hooley, Mr. Ip Kwan, Mrs. Kan Tong-po, Mrs. Koo Ying-fan, Mr. J. C. Kwok, Mrs. J. C. Kwok, Miss Kwok Ah-lo, Mr. K. P. Lal, Mrs. Lam Ngai-pak, Mr. Lam Ping-in, Mr. Lau Hop, Mr. S. K. Lee, Mr. Thomas Lin, Mr. George H. Lynott, Mr. Roy P. McNair, Mr. Ernest K. Moy, Mr. W. H. Pann, Mr. and Mrs. Antonio Ribeiro, Mr. Thaddeus Sendzimir, Mrs. Sum Lee-she, Mrs. Dora Tang-lin, Mr. and Mrs. Tilo Sing-long, Mr. Tng Kau, Mrs. Tong Loo-she, Miss Tsan Tien-chien, Mrs. G. A. Van Steenberg, Mr. Wong Yuen-she, Miss Wong Sam-moi, Miss Wong Yock-chin, Mr. Wong Kin, Mrs. Au Mew Shin, Mrs. Yung Tsai-she, Miss L. Y. Yung, Miss Clare M. Aragon, Capt. Edward H. Brooks, Mr. & Mrs. A. Butler, Major Clifford L. Corbin, Mrs. Pat N. de Guman, Mr. Myron E. Ferry, Mrs. Alice Kahn, Miss Marie Andre Kahn, Mrs. Leopold Kahn, Jr., Master Gilbert C. Kahn, Mr. and Mrs. George Milne, Miss Jane H. Milne, Master Sidney R. Milne, Mr. Jose D. Orobia, Miss J. Q. O'wiley, Madame Eleanor H. Peacock, Miss Marie F. Sandels, Miss Rosa P. Sanjevas, Rev. Albert K. Spielberger, Mrs. Albert K.

the Deputy Speaker in the House of Commons. When only 21 years old, Dr. Ammal gained a State Scholarship to the Madras Medical college, where she took her medical degrees with such distinction that she obtained the coveted post of House Surgeon at the government Maternity Hospital. After some years of experience there she took up private practice, and rapidly became one of the foremost women doctors in Madras. In 1925, she was selected by the Government of India to come to England for a year to study the diseases of women and children in that country at Government expense.

A Financial Sacrifice.

Dr. Ammal is making a great financial sacrifice in taking up political work. Members of the Legislative Council get paid by the Government just to cover their expenses while the session is on. The post of Deputy Speaker, also has a small salary attached, but neither of these sums represents anything like the substantial fees which a popular and efficient medical woman could command in private practice in Madras. Dr. Ammal, however, made the sacrifice gladly, because she has always maintained that she could serve the Indian women better by voicing their needs in the Council than by attending them personally in illness. The cause of temperance in India like-wise finds in her a valuable ally. Dr. Ammal for many years has been an active temperance worker in Madras, and is a member of the Executive Committee of the Prohibition League.—"D. Northero."

Of INTEREST TO MOTORISTS

B.S.A.

POWER with SILENCE
SPEED with SAFETY

In the Stock Machine Trial for standard machines selected from stock by A.C.U. officials B.S.A.'s won

4 GOLD MEDALS and TEAM PRIZE

DUNLOP TROPHY

Premier Award in the M.C. and A.C. Dunlop Trophy Trial won on B.S.A. 4.93 h.p. O.H.V. (W. Johnson)

Also won on B.S.A. in 1926.

B.S.A.'s won the
COLMORE CUP

2 years out of 3—in 1926 and 1928

In the Victory Cup Trial B.S.A.'s won
Frank Hallam Cup

Watsonian Team Prize For 2nd year in succession.
6 GOLD MEDALS

In the Paris-Nice Trial B.S.A.'s won

TEAM PRIZE

for 5th year in succession and
3 GOLD MEDALS.

In the recent A.A. Silence Test, every one of the 15 models in the B.S.A. range (including 2 O.H.V. specially tuned models) was tested by A.A. engineers and awarded the A.A. Silencing Efficiency Certificate.

Write for Catalogue.

THE SINCERE CO., LTD.
Sole Agents.

CHRYSLER "52"

MUST PASS RIGID INSPECTION.

SAME PRECISION.

Chrysler's famous manufacturing policy of Standardised Quality is emphatically expressed in its "52" model, the lowest-priced car in the Chrysler line. This model receives the same quality of precision manufacture, the same thorough inspection, and the same engineering as does each of the three higher priced six cylinder cars in the Chrysler line.

"As a specific illustration of how the Standardised Quality plan works to the advantage of the '52' buyer," says J. W. Frazer, Chrysler sales manager, "the piston pins for this model are made of seamless alloy steel. After careful grinding, they are lapped to size and held within limits of two-thousandths of an inch as to size and taper, and finished with a mirror-like polish that gives a very fine bearing surface. The point is that these minute limits of tolerance in size and taper, and the finish, are precisely the same as for the piston pins used in the Chrysler Imperial '80,' fittingly described 'As Fine As Money Can Build.' This suggests the

OVERSEAS RECORDS.

REVEAL CHRYSLER'S PERFORMANCE.

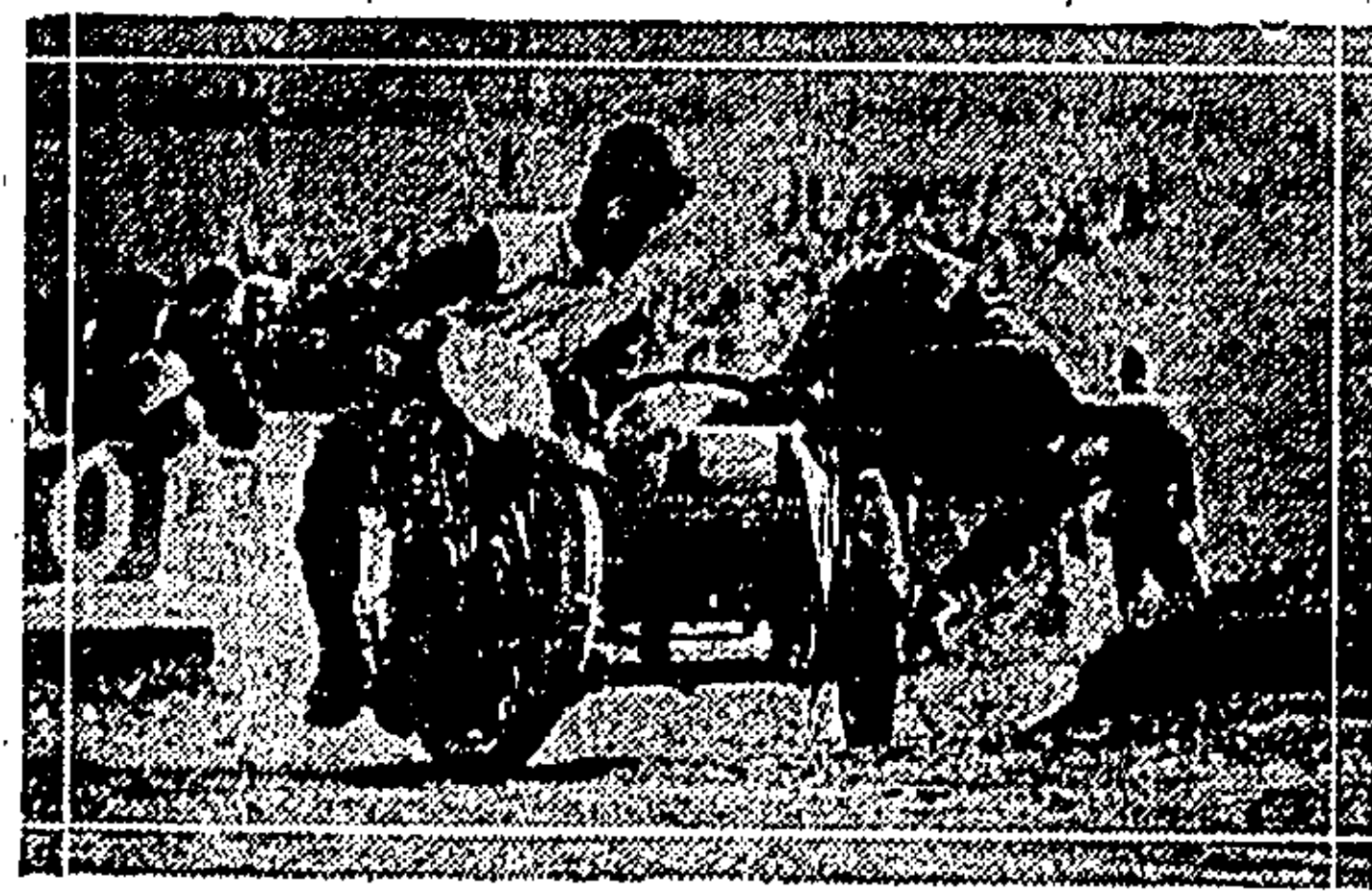
'SPEED' AND ENDURANCE.

Chrysler's striking 70 per cent. sales growth in the export field during 1927 was assisted, according to E. C. Morse, export manager, by the long series of notable victories won by its cars in overseas speed and durability contests.

Practically every distance and reliability record in many important overseas countries is now held by Chrysler cars.

One of the greatest 1927 accomplishments made anywhere by Chrysler was when a stock "70" covered 1,607.87 miles in 24 hours over the dry bed of Lake Perkolilli, in West Australia, maintaining an average speed of 68.106 miles an hour, and setting up new Australian records for every distance above 100 miles. In the same series of contests another "70" won the 20-mile championship, establishing another Australian record of 15 minutes 7½ seconds for the distance—an average of 79.3 miles an hour. Later the same day the same car won the open handicap of six miles at 76 miles an hour.

Other Australian records to Chrysler's 1927 credit include Norman "Wizard" Smith's Bris-



London.—What looks like an accident happening—a thrilling moment during the motorcycle race for the Coventry Cup on the dirt track at the Crystal Palace. H. H. Hole's passenger is leaning out at a perilous angle to balance the bike as it goes round the curve at a terrific rate of speed.

many ways in which the Chrysler plan of Standardised Quality helps put unequalled value into the "52."

"The '52' is built in the same plants and by the same organisation as every other Chrysler. It shares equally with them the benefits of Chrysler engineering and manufacturing skill, laboratory and road testing, scientific research, experience and equipment. Because of all these advantages, we believe it embodies more advanced mechanical features, a higher degree of riding ease and performance ability, and a larger number of luxury appointments than can be found in any car in the low priced field which must, of necessity, be produced without the advantages the '52' enjoys."

Heritages received by this car directly from other Chrysler models under this unique Standardised Quality policy, and which are incorporated in the "52" include:

Longer and unusually roomy bodies, adequate for full grown adults; small wheels, giving low centre of gravity with great riding ease and safety; saddle spring seat cushions, found heretofore only in cars of the luxury class; adjustable steering wheel; narrow corner pillars to give maximum vision; lower, more sweeping streamlines; vertical ventilating windshields on closed cars; new type compact top with jackknife fold on open cars; indirectly lighted instrument panel; bullet type head-lamps; harmonious colour blends in line with the vogue of all Chrysler cars.

The unusual power smoothness and enduring speed ability characteristic of all Chryslers are incorporated in the "52." As its name implies, it has a speed of 52 and more miles per hour. In it are exemplified the results of the scientific engineering and research work by which Chrysler laboratories have developed and applied established principles with respect to valve sizes, location, timing, shape of combustion chambers, improved manifold construction, air cleaners, and other engine developments. These have built up the highly efficient, economical power plant, which yields the unusual performance widely identified with the name of Chrysler.

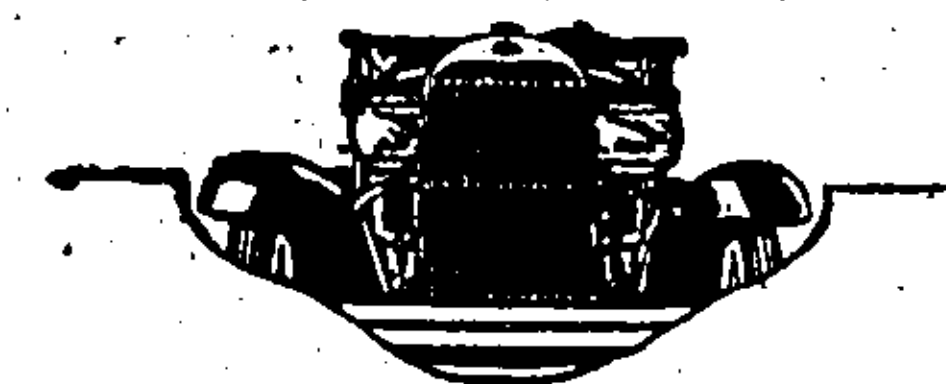
bane-Sydney run in 16 hours and 5 minutes; victory over a field of 18 entrants at the Coolangatta reliability contest, with a score of 769.74 points out of a possible 800; first in the Victorian reliability trials at Melbourne; first three places in the Queensland petrol economy trials, and the remarkable accomplishment of climbing the celebrated Kurrajong Hill, near Sydney, in sealed high gear—the first time it has ever been done by any car.

From South Africa came reports of many additional feats. First, a "70" climbed Gray's Pass in Namaqualand in sealed high gear. The Natal Motorist said of this that it "proved Chrysler has an abundance of speed and power, as it can take extraordinary hills on top gear which cannot be taken by any other car."

Following wide comment on this accomplishment by the South African press, came quickly a "Round the Union" run. The newspapers universally agreed that it presented a test of unusual difficulty. A "70" made it in sealed high gear, under official supervision, at the rate of 35.5 miles an hour over a terrific terrain which included three towering mountain ranges. The 3,175 miles were covered in 89 hours and 25 minutes. The car used, G. S. Bouwer's "70," was already the holder of many South African records, including his Johannesburg-Cape Town run, in which the time of the "Union Express," South Africa's crack limited train, was shattered by more than four hours.

Chrysler 1927 victories in other continents, which attracted wide comment, include hotly contested ice races both in Sweden and Finland; the capture of the Polish Automobile Club's famous "Buffalo" trophy—the first time it has ever been won by an American car—and first place in the official Pachacamac races at Lima, Peru, where an Imperial "80" ran away with the honours from a field of American and European cars famous for their power, speed and endurance.

At Havana, Cuba, stock Chryslers won what its local newspapers called "a brilliant victory in three classes," with speed records of 112.06 and 114.86 kilometers an hour.



To-day you may
see
a fine car of low price

at 33 Des Voeux Road Central
and at 33 Wong Nei Chung Road.

The new car has hand-controlled radiator shutters for quick motor starting—smart dash arrangement with lock. A large steering wheel for easy handling and hydraulic shock absorbers, unusual for a car so moderately priced.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 33 Wong Nei Chung Road.
Telephone Central 3500 33 Des Voeux Road Central.

IT IS A GENERAL MOTORS CAR

BUYERS' GUIDE

MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C.1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PONTIAC.—A. Lung & Co., 19, Queen's Road, C. Tel. C.1219.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
SINGER.—Gilman & Co., 4a, Des Voeux Road Central.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WHIPPET.—Gilman & Co., 4a, Des Voeux Rd., C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

- B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

- ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 14-18, Connaught Road, Central.
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

ANNOUNCEMENT

We, The Undersigned,
Have This Day Appointed
Messrs. A. Lung & Company,
19 Queen's Road Central, Hong
Kong, China, As Sole Agency For
Our Motor Trucks And Pas-
senger Buses.

GUY MOTORS LIMITED
FALLING PARK
WOLVERHAMPTON, ENGLAND.

May 21st 1928.

U.S. OUTLOOK.

CHEVROLET OFFICIALS ON CONDITIONS.

KEEN ENTHUSIASM.

Officials of the Chevrolet Motor Company expressed keen enthusiasm over the industrial outlook in the United States for the balance of 1928 upon their return to Detroit recently after a country-wide industrial survey that brought them in contact with representatives of every city and town in the United States. The Chevrolet officials travelled in two groups; one headed by R. H. Grant, vice-president in charge of sales, travelled through the eastern states; the other in charge of H. J. Klinger, general sales manager, covered all the western states.

Among the favourable factors were: small and relatively few areas of depression; no disturbing political issues; widespread employment, with unemployment at normal; crop indications favourable to the farmer; large building and construction programmes under way; and a general realisation that the "presidential year" bugaboo is purely a mental hazard and not a deterrent to business.

The middle western farmer is in a particularly good position, Mr. Klinger reported. "Farm prices are now for the first time since the world war on a level with other commodities; the weather this spring is favourable to good crop yields, and inflated land values have generally subsided. Farming is now on a stable, healthy, normal basis. The farmer is prosperous and his prosperity, because of the basic nature of the industry, is reflected throughout our economic system."

In the Rocky Mountain and Pacific Coast region industry is humming; curtailment of over-production of oil and lumber has had a healthy and stabilising effect on the Southern and North-western States. Huge building projects are under way throughout this district and the unqualified optimism of the people backing them show the tremendous importance the Western States are destined to have in our national growth and welfare."

Similar healthy undertones of optimism prevail throughout the East, according to Mr. Grant's report. He pointed out that New England made such a phenomenal recovery from the several natural calamities which befell it last fall that during the early part of 1928 the New England States led the entire United States in percentage of Chevrolet sales over regular quota, with every indication that the fundamental economic soundness that made that showing possible would continue.

Reports of unemployment in the North Atlantic States were discounted by the Chevrolet sales head on the basis of personal observation and from reports of Secretary of Labour Davis, stating that there are 42,000,000 people gainfully employed in the United States.

Mr. Grant paid high tribute to the South for the forward programmes that are bringing that section of the country rapidly to the front in national importance. This was recently evidenced by the Chevrolet Motor Company with the opening regional headquarters at both Dallas, Texas and Atlanta, Georgia.

In line with these enthusiastic predictions the Chevrolet Motor Company is proceeding with the heaviest production and sales schedule it has ever undertaken. Old records have consistently been broken every month so far this year, while the 1928 programme calls for a substantial increase over even the record output of a million cars and trucks in 1927.

25 SALES.

It is a known and accepted fact that one satisfied owner frequently can be directly or indirectly responsible for many Studebaker or Erskine sales to his friends. "C. C. Shepard of Pittsburgh, Pa., supplies strong evidence of this in the following letter: 'At the present time I am driving my sixth Studebaker automobile. The occasion affords me an opportunity to officially register as one of your company's satisfied customers. One of your company's slogans reads in effect: 'The Best Car on the Market in Its Price Class.' It is not merely a selling argument, but is a truthful statement. Through my personal recommendations more than 25 Studebakers have been purchased, and to the best of my knowledge, each owner has been pleasantly surprised with its wonderful performance.'

NEW CHEVROLET.

MANY IMPROVEMENTS DESCRIBED.

FOUR WHEEL BRAKES.

One of the improvements in the 1928 Chevrolet is the addition of four-wheel brakes. The front wheel brakes are the internal expanding type and the rear wheel brakes the external contracting type. The total braking area of the service brakes is 189 square inches.

In addition a complete, separate brake mechanism furnishes 70 square inches of braking area on the rear wheels as an emergency brake, making a total of 259 square inches.

Chevrolet brakes are so constructed that there is none of the chatter or locking often experienced in other cars.

The emergency brakes is located at the left hand side of the driver and operates the two internal expanding rear wheel brakes through an entirely separate set of linkage. In case of failure of the service brake the emergency offers an entirely different brake hook-up. This is an important factor to assure safety of operation.

Another factor of safety in the new Chevrolet models is the large safety gasoline tank located at the rear of the chassis. The tank is protected with a wide, heavy cross member and is fitted with a gasoline gauge.

The vacuum created in the engine draws the gasoline from the rear tank to the Stewart-Warner vacuum tank, located on the dash, from which it flows by gravity to the carburettor. This fuel system is absolutely safe and is of the same type used almost exclusively on the higher priced cars.

LUBRICATION.

OILING THE CHASSIS.

Almost every maker now supplies a lubrication chart with each car—so much grease or oil at such-and-such points every so many miles. We have no concern with the amount or frequency of these doses; but there are some practical points on how to give them that come within the scope of valuing a car.

The main point suggesting itself is cleanliness. Clean lubricant is more essential to the chassis than clean food to the human body. There is a Victorian tradition, strong still, that grease and oil are dirty, and by the simple association of ideas that are never reasoned out, dirt—i.e., dust, mud and grit—is regarded as their natural companion. In other words, it seems to many people not to matter in the least whether the nipples on the chassis, or the oil-gun itself are dirty or not when lubrication is being done. Probably they suppose the film of dirt-encrusted oil on the nipples is merely oil; more probably they neither know nor care. It needs emphasising, then, that oil and grease are particularly clean substances: more care is taken in their preparation than in that of most food. A good car deserves to have its lubricants served in a clean and wholesome style, for it cannot give good service without. The practical side of it is so very little trouble, and when a proper cleanliness is observed the hands need scarcely be soiled. Proper cleanliness is keeping the gun and the nipples clean; and, as a natural consequence, the hands will be clean also.

Cleanliness Essential.

A method that will give these results is as follows:—Suppose the gun wants filling, and is gritty, with smears of oil on its body. That is a condition frequently found. Let it be quite carefully wiped; old newspapers are very handy for this sort of job. The hands need not be soiled if the gun is held with a piece of newspaper or rag. When quite clean, with no trace of oil, let it be filled. If a grease-gun be used, it can be filled with an old table-knife; observe that the handle of this should be dry and clean; also, if not, let it be wiped. Grease cartridges are convenient. After filling, any trace of grease should be wiped off the gun. It should be as clean to handle as when new.

An oil-gun is rather different; the oil must be poured in, and often it is made to overflow. The pouring should be done over an old newspaper, and the gun can be slightly tilted so that any accidental excess will run clear of the fingers that hold it. When filled, the gun will be wiped, and the mouth of the can it was filled from as well. Wiping the mouth of the can is a two-second's job, and it ensures clean oil.

The gun being ready, every nipple to be lubricated is wiped with a piece of clean rag. A gentle pressure, and a slight twist will clean one nipple per second. The gun can then be used according to the makers' directions; when all

OVER ITALY.

AT 100 MILES AN HOUR.

NEW ROAD SYSTEM.

Brief bits of information which are finding their way out of Italy indicate that the Italian government is distancing the first of the world in its policies dealing with the problem of motor traffic.

For 18 months or more the operation and expansion of what is known as the "autostrada" of Italy has been going on quietly until this year over 200 miles of unintersected, protected high speed motor roads, containing no angular turns and no speed limits, are in operation.

What the Romans did before the Christian era in road building and which now endures in southern Europe is apparently a target which the Mussolini government is endeavouring to shoot past and beyond. The autostrada appears to be a road system that will make the ancient Roman efforts seem amateurish by comparison.

Located Near Milan.

The earlier examples of modern highway development are in the vicinity of Milan. Three branches connect Milan with Como, Varese, and Bergamo. Extensions of 200 miles to Venice, and 70 miles to Hamburg, Germany, are contemplated.

On these highways, which are toll roads, speed and safety have been the fundamental results sought by engineers. Ninety or 100 miles an hour for motor cars is not only possible, but common practice. There is no intersecting traffic, no perceptible curves, and the road surface is kept scrupulously smooth.

Recently a Californian, John Anson Ford of Los Angeles, made a journey over a portion of this remarkable system.

Tells Of Autostrada.

Reporting upon his travels, Ford says: "Rumours of this magnificent modern cousin of the famous roads of the ancient Roman empire reached us as we approached Milan from the south. But we were tremendously surprised and delighted none the less when, on the northern outskirts of Milan, our car was brought to a halt by a heavy iron gate, beyond which stretched straight to the blue horizon a concrete highway 35 or 40 feet wide."

We were more than willing to pass over the requisite number of paper liras and receive a receipt in return, which fortunately we retained else we would have had difficulty in leaving the autostrada at the far end of our memorable ride. We were headed straight for the Italian lake country.

We had proceeded only a few miles on what we realized was an unusual highway, when, with the roar of a wide open muffler, a big Fiat shot past us at terrific speed. I turned to watch the vehicle thunder into invisibility as suddenly as it had appeared. Instinctively I looked both ways for a traffic officer, but the coast was clear.

And before I knew it, another car that seemed more like a rubber-tired cannonball than a motor vehicle, went past like a streak. Almost the same instant we were overtaken from the rear by a third speed demon. The last one was a Lancia and the one before that a big German car, the name of which I could not make out.

Sky Is The Limit.

Ten or 15 miles or unlimited speed was enough for us. I preferred to slow down and study the conditions that made this speedway so safe. They were not far to seek. Protecting either side of the splendid road, except in a few stretches far from habitations, were strong fences to keep out intruders. But more important still we soon discovered that there were no cross-roads. Intersecting highways went either under or over the autostrada; magnificent examples of concrete construction.

Another feature was the absence of corners and sharp curves. For the most part the road was perfectly straight, but in one or two instances on this 40-mile section there were slight curves. These were so gradual as to offer no interference with the highest speed.

Nipples have been changed, each should be wiped again. This wiping afterwards is one of the chief points. If left clean and dry, nipples do not accumulate one-quarter the dust and grit. The last item is wiping the nozzle of the gun carefully before laying it aside. The only chance of getting the hands dirty throughout these operations is through carelessness in handling the rag when wiping the nipples: it is a point to bear in mind. It is hoped that many car owners who have not realised this cleanliness viewpoint and its advantages may find their greasing or oiling periods less messy and troublesome. For similar reasons it pays to wipe the mouth of every oil receptacle both before and after use, and the edges of the lids of grease tins.

RESEARCH WORK.

WHAT STUDEBAKER IS DOING.

LOOKING FOR FACTS.

A revelation of the intensive research carried on by automotive engineers in their relentless search for the facts of performance is contained in a statement which was made public recently by W. S. James, research engineer of The Studebaker Corporation.

"Records of the Studebaker Proving Ground and Research Laboratory show that Studebaker and Erskine experimental cars were driven a total of 1,575,000 miles in 1927," said Mr. James.

This amazing mileage, equivalent to more than 61 trips around the earth, covers 12 months' test driving of Studebaker's new Erskine Six, The Director, The Commander, the new President Eight, and various commercial models. It does not include comparative tests and studies made with competitive cars, nor many other tests made in the laboratories on individual units such as motors, springs, and other parts.

These tests, made with special laboratory equipment, would greatly increase the actual driving mileage if their equivalent mileage were included.

As an example of these laboratory tests, Mr. James quoted a report on one 350 hour endurance run made by a new President Eight motor. The run covered the equivalent of 34,000 miles. The motor was run at wide open throttle for 50 consecutive hours at a speed of 10 miles an hour, then for another 50 hours at 20 miles an hour, and so on without stopping through five additional fifty hour periods at 30, 40, 50, 60 and 70 miles per hour. The only replacements or adjustments made during the run were two spark plugs.

This impressive endurance run was but one of many made with the new eight cylinder motor before it won the engineers' approval for production.

FAR AHEAD

of pretending competition

Drive a Chrysler to Prove a Chrysler

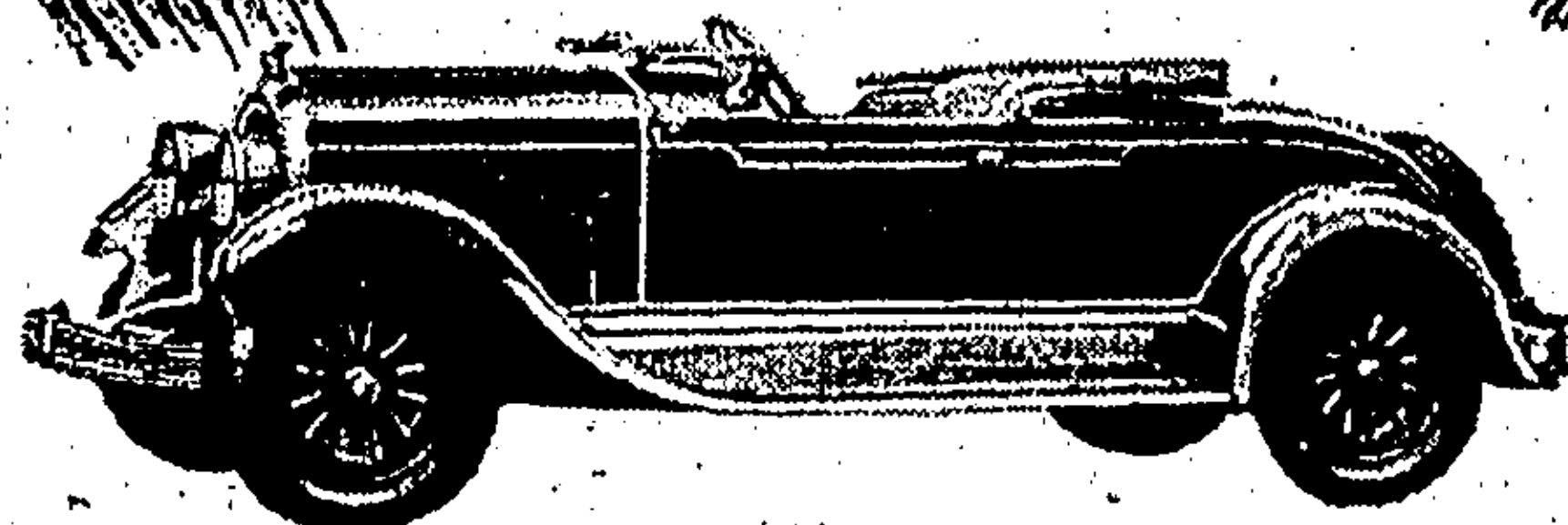
Only by taking a demonstration can you understand Chrysler's superiority.

Only by riding in a Chrysler—whether "52," "62," "72" or 100 h.p. Imperial "80"—can you realise how much the improvements and refinements initiated for its cars of higher price and passed on through Standardised Quality to its cars of lesser price mean in unparalleled comfort, ease and safety.

Only by taking the wheel

yourself and driving in the manner you are wont to drive and over accustomed roads can you appreciate just how different is Chrysler's extraordinary power, dash, alertness in traffic, smoothness at all speeds.

You will then learn for yourself that Chrysler is superior not only to those cars selling at the same price, but that it surpasses even the performance of cars costing far more than the Chrysler.



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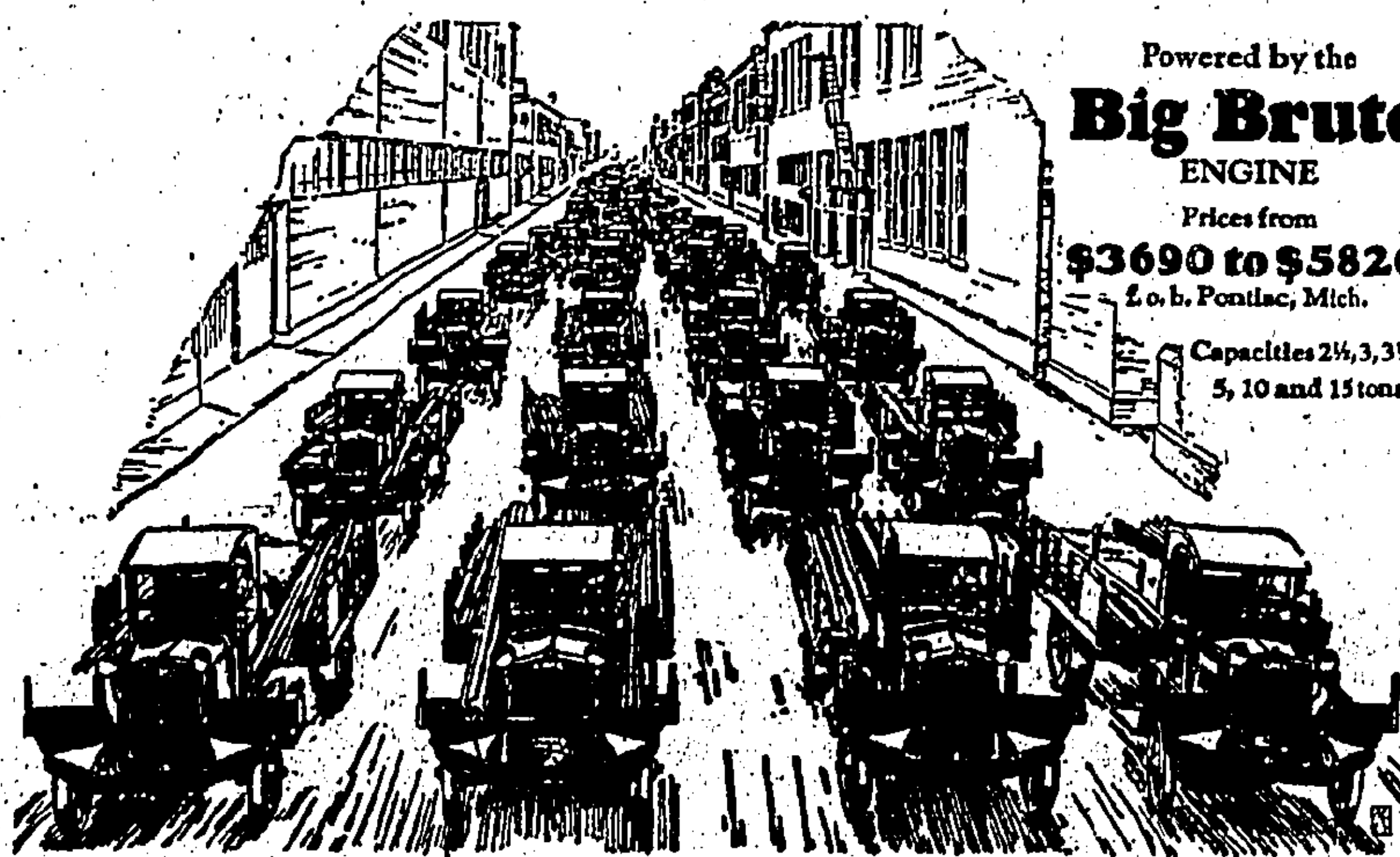
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A TRUCK FOR EVERY PURSE AND PURPOSE

ROAD WORK.

CONSTRUCTION IN U.S. LAGS BEHIND.

1927 FIGURES.

Washington.—There were 40 motor vehicles registered in the United States in 1927 to every mile of improved highway of every type. The comparative figure for 1926 was 34 motor vehicles to every mile of improved highway of every type. The comparative figure for 1918 was 17 motor vehicles to every mile of improved highway, showing in the 10-year period an increase of 130 per cent. in the number of motor units to every mile of improved highway.

"44 Yards Per Car."

With the maximum load on the improved highway in 1927, each car would have had a space of only 44 yards in which to operate, as compared with 52 yards in 1926 and 103 yards in 1925.

In making public these figures, the American Automobile Association, acting on behalf of its 358 motor clubs throughout the country, called attention to the serious extent to which the American car builders and the car owners are crowding the road builders of the nation.

The figures disclosing the gradual contraction of the available space for car operation on the improved highways of the country are based on the 1927 registration of 23,125,000 motor vehicles and a total of 575,000 miles of improved roads.

Henry Sounds Warning.

"The tremendous increase in the ratio of automobiles to the mileage of improved highways," said Thomas P. Henry of Detroit, president of the association, "constitutes a situation on which national attention must be kept constantly focused if we want to keep car saturation at arm's length and if highway traffic is to move with a reasonable degree of dispatch and safety."

Henry declared that the time has come to bring more of the nation's secondary highways forward for the application of improvement programmes to them as a means of increasing floor space and to relieve congestion on main highways. He said:

In spite of the expanding road programmes of the states and of the great impulse that the federal aid policy has given road building, this comparison of improved mileage and cars shows that the available surface is constructing in ratio to the units using it.

Cities Roadway Burden.

As a matter of fact, the improved highways, constituting 575,000 out of a total of more than 3,000,000 miles of road, are carrying the load.

Our car producers and car buyers are crowding our road builders; the ratio of car increase from year to year is much higher than the ratio of improved roads, all of which spell increased congestion and the inevitable diminution of the open driving space on our roadways.

TYRE BOOTLEGGERS.

COUNTERFEITS OFFERED TO MOTORISTS.

THE PEDDLER.

Akron, O.—Now we have "tyre bootleggers."

Unusual new tyre bargains offered to motorists in a number of the larger cities have turned out to be the rankest kind of counterfeit. Tyres wrapped after the customary manner of new tyres of standard manufacturers, stamped with the name of the manufacturer and presenting every appearance of a new tyre are being sold to motorists, to be stripped of their wrappings only to disclose a weary, worn, old, carcass with a cheap new tread tacked on. According to Miller tyre men here, "tyre bootlegging" reports are arriving more frequently, recently.

The usual method of fleeing the gullible, according to reports reaching the Miller factory here (A. Lung and Co., local agents), is to peddle tyres from a small closed truck. Prospects are approached on the street and urged to make their purchases in haste. Peddlers claim that their wares are legitimate but that they do not have peddlers' licence and must keep a weather eye out for the "cops." Of course, the transaction is always for cash—even if it be only a little cash. In some instances, two alleged standard tyres have been sold for less than half the price of one tyre.

Later, the tyre is usually discovered to be a relic of many miles with a worthless but good imitation of some standard tread. In one instance the paper wrapping was stripped back by the peddler to exhibit the name of a standard manufacturer. No favoritism is being shown any one manufacturer, according to reports. Miller dealers in the larger cities are warning motorists to buy new

PACKARD EIGHT.

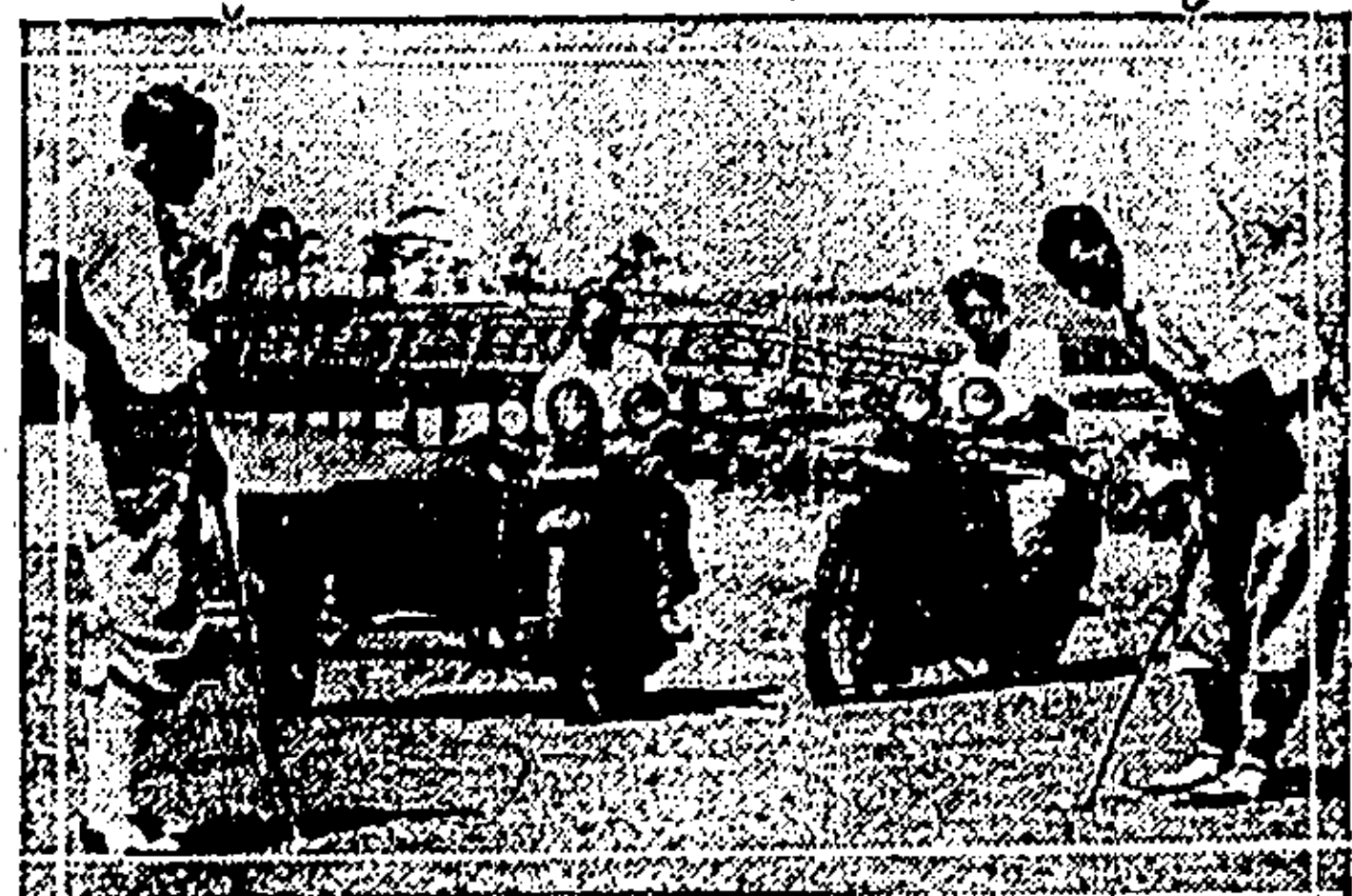
INTEREST IN THE NEW CAR.

A "STANDARD."

More than ordinary interest has been shown in the announcement of a new eight cylinder car, made by the Packard Motor Car Company last week. The Packard Standard Eight, as the car is called, has attracted unusual attention because it enters a field among motor car sales classifications which had not been occupied before.

Packard executives say it will take care of the thousands of people who want all the performance, beauty, comfort, and prestige that has characterized the Packard Eight, but who do not desire the extra luxuries of a custom built car. The Standard Eight completes the Packard line by providing a car priced between the Packard Six and the Packard Custom Eight. With it Packard now has 53 different models from which to choose.

The Standard Eight has the same powerful chassis that has made the Packard Eight outstanding among motor cars used for travelling the open highways. Standard bodies also have the traditional Packard ideals of comfort, beauty and distinction and standard equipment goes considerably



Dunedin, Fla.—Fred Sladden and Johnny Raimondi, who set a new record for the number of holes in a day. They played 263 holes in 16 hours and 12 minutes, riding from shot to shot and hole to hole in motorcycles. The previous record was 243 holes.

beyond the usual. In addition wire or wood wheels with extra wheels and tyres set in wells in the front fenders, trunk rack and other de luxe equipment is optional.

Broad Selection.

A broad selection of standard paint designs is offered on both the open and enclosed cars and appearance of the car is enhanced greatly by a nickel cowl band and cowl lamps. Enclosed cars are upholstered in fabrics exclusively woven for Packard, and open cars in leather.

The Packard Eight Motor, power plant of the new car, develops 105 horse power on the dynamometer. With its eight cylinders in line it has been called one of the simplest of automobile engines. It has nine main bearings, counterbalanced crankshaft, aluminium alloy pistons, full pressure feed lubricating system and among its other important features it has an auxiliary cylinder lubricating system which supplies oil directly to the pistons when the choke is pulled out for starting. As with Packard cars now being manufactured, the chassis is automatically lubricated, simply by pulling a plunger located near the steering wheel.

The Standard Eight is being made in nine different body models, including seven passenger touring, four passenger coupe, five passenger club sedan, seven passenger sedan-limousine, four passenger runabout, five passenger phaeton, two passenger coupe and the two passenger convertible coupe. The local agents are the Dragon Motor Car Company, Ltd.

"STUDE" PRIZE.

RETAIL SALES CONTEST IN LONDON.

A sales contest does two things for a dealer: it promotes a spirit of friendly rivalry among his salesmen by arousing the desire in each salesman to "beat the other fellow"—a desire which often develops mediocre salesmen into stars; and it results in increased sales during the contest period, regardless of the season, since competitors take greater interest and expend greater effort in their work.

During the months of October, November and December, 1927, a sales contest with a cash award for a prize was held by Studebaker (England) Ltd., for London, retail salesmen. The contest was conducted on the graded point basis, a varying number of points being granted salesmen according to models sold. Highest points were given for

B.S.A. CYCLES.

MORE SWEEPING SUCCESSES.

COLMORE CUP TRIAL.

The Colmore Cup Trial—the first big Motor Cycle Reliability Trial of the year—is held early in February of each year. The course, the most difficult that can be chosen, is usually made infinitely worse by the vile weather conditions. This year was no exception. The day before the trial a howling gale, torrential rain, blinding sleet and snow—and a few claps of thunder—served to fill competitors' minds with apprehension. Before the trial commenced the rain and snow ceased, but competitors had to face a driving wind which in places reached a velocity of 60 to 80 miles per hour.

The trial attracted a large number of entries, and the interest shown by the general public was such that hundreds of people flocked to the most interesting spots along the route. The arduous conditions were a severe test of the modern motor cycle because frame, engine and gearbox had greater demands made upon them in the course of the day than the ordinary tourist would make on his machine during a year's riding.

There were 217 competitors, and 40 different types of machines



which represented practically every make of British Motor Cycle. Only 15 B.S.A. machines were entered, so that it will be realised they were faced with very severe competition. Having as their motto "Lead the Way on a B.S.A." B.S.A. machines emerged with flying colours, being awarded:—

The Colmore Cup (Mr. J. Parker, B.S.A. 3.49 h.p. Combination) for the best performance of the day.

The Cranmore Trophy (Mr. J. Humphries, B.S.A. 3.49 h.p.) for the best solo performance.

The Bayliss Trophy (Mr. H. G. Uzzell, B.S.A. 3.86 h.p. Combination) for the best performance by a side-valve machine.

Three Gold Medals.

Six Silver Medals.

Two Bronze Medals.

In addition B.S.A. Motor Cycles made the fastest times in the Acceleration Test in the 350 c.c. Sidecar, 350 c.c. Solo, and over 500 c.c. Sidecar Classes.

The results of the 1928 Colmore Cup Trial prove once again, most conclusively, that our claim for consistent reliability is fully justified, and that for satisfactory service under all conditions the B.S.A. cannot be equalled.

It is certain that these successes will have a stimulating effect on sales, and we suggest that you broadcast the information in your territory so that you may reap the fruits of our labour. The name "B.S.A." has been prominently before the public for the last 30 years, and we want you to know that we are not resting on our laurels. Our world-wide reputation for first class production is being upheld, and in the future will be an even greater force to be reckoned with than in the past.

and Erskines. Used cars were graded according to value.

The contest was won by J. H. S. Alexander, who made enough sales in the three-month period to receive 40,000 points. He was closely followed by two other salesmen with 38,000 points each.

While the contest period was what ordinarily is known as the "slack season," Mr. Alexander demonstrated that business can be obtained during each season, and from varying sources. By sticking to his guns, he made sales to a Contractor, Municipal Army Officer, Hospital Surgeon, Wholesale Furrier, prominent London Caterer, Farmer, Publican, Country Squire, and many others.

DEMONSTRATIONS.

PAY HUGE SALES DIVIDENDS.

DIRECT MAIL LETTERS.

Ten and a half per cent. of the people to whom Studebaker or Erskine cars are demonstrated become purchasers, regardless of whether they are bona fide prospects or merely suspects.

This estimate is not based on guess work, but on the reports of 42 representative dealers in different sections of the United States and in cities of varying size. They are dealers who took advantage of the Director Sedan direct-mail campaign offered recently by the factory. The mailings provided a wedge, making it easier for salesmen to secure demonstrations when they followed them up.

Remarkably Effective.

These dealers reported a total of 735 demonstrations, resulting in 78 sales. Thus an average of 10.5 per cent—or better than one sale out of every 10 demonstrations—was obtained. This is remarkable when it is considered that the majority of names on any mailing list consists of suspects rather than prospects.

The value of demonstrations in relation to sales could not be more forcefully proved. You can't demonstrate to everybody. But you can try mighty hard to do so. The more you try, the more demonstrations you will be able to make and the more sales will follow.

Pave the Way.

The direct-mail campaigns which the factory offers to dealers prepare the way for more demonstrations. They are not a substitute for personal effort but a valuable ally. When salesmen followed up the Director mailings they found the way was made easier since the prospect either requested a demonstration, or expressed his willingness to take one.

The factory is now offering a series of three letters on the New Erskine Six, printed in English, Spanish, French, Portuguese, German and no-text, which will be available to dealers early this month. Dealers should commence now to complete their mailing list so that they will be prepared to take advantage of it without delay.

SETS RECORD.

HUDSONS SHIP 30,300 CARS IN A MONTH.

Hudson Motor Car Co. established a new record in February with the shipment of 30,300 Hudson and Essex cars, according to word received from the factory by Estrella Auto Palace, Hudson-Exeter dealer.

This was the largest February in the company's history, exceeding February of a year ago by approximately 5,000 cars. It is likewise a step-up of about 5,000 cars from January of this year. The announcement is made that schedules for March will rise still further to meet expanding business of the Spring months. The Hudson plant is operating two and three shifts and employment figures are at a high mark.

The early season of 1928 has fulfilled its promise of active automobile business from the very start. January was the best January we ever have known and February has continued with a rising tide of buying. The public began buying motor cars early and has maintained this healthy interest. The mild winter has been of much assistance in stimulating the buying urge.

In all recent seasons, the public has awarded its patronage in very large numbers to certain lines of cars. All motor car buying is highly selective; the public either likes certain cars very strongly indeed, or hardly at all; and thus the sales of the fortunate lines advance while the general sales level moves much less.

The reception which Hudson-Exeter cars have enjoyed so far this year indicates to us that such a wave of popularity has caught them up.

Enthusiasm for them began with the first automobile shows of the year, and has increased as larger numbers of them are seen on the streets and as their new owners tell other motorists of the satisfaction they are receiving.

While the smaller cars of moderate price are showing a great growth, we notice also that such cars as the Hudson are active, as well. The power and comfort of these large cars have admirers in increasing numbers. Road regulations which permit of cross country travel at modern rates of speed are in boon to the owners of these large, powerful cars. In both the low priced and the medium priced fields, Hudsons are most prominent.

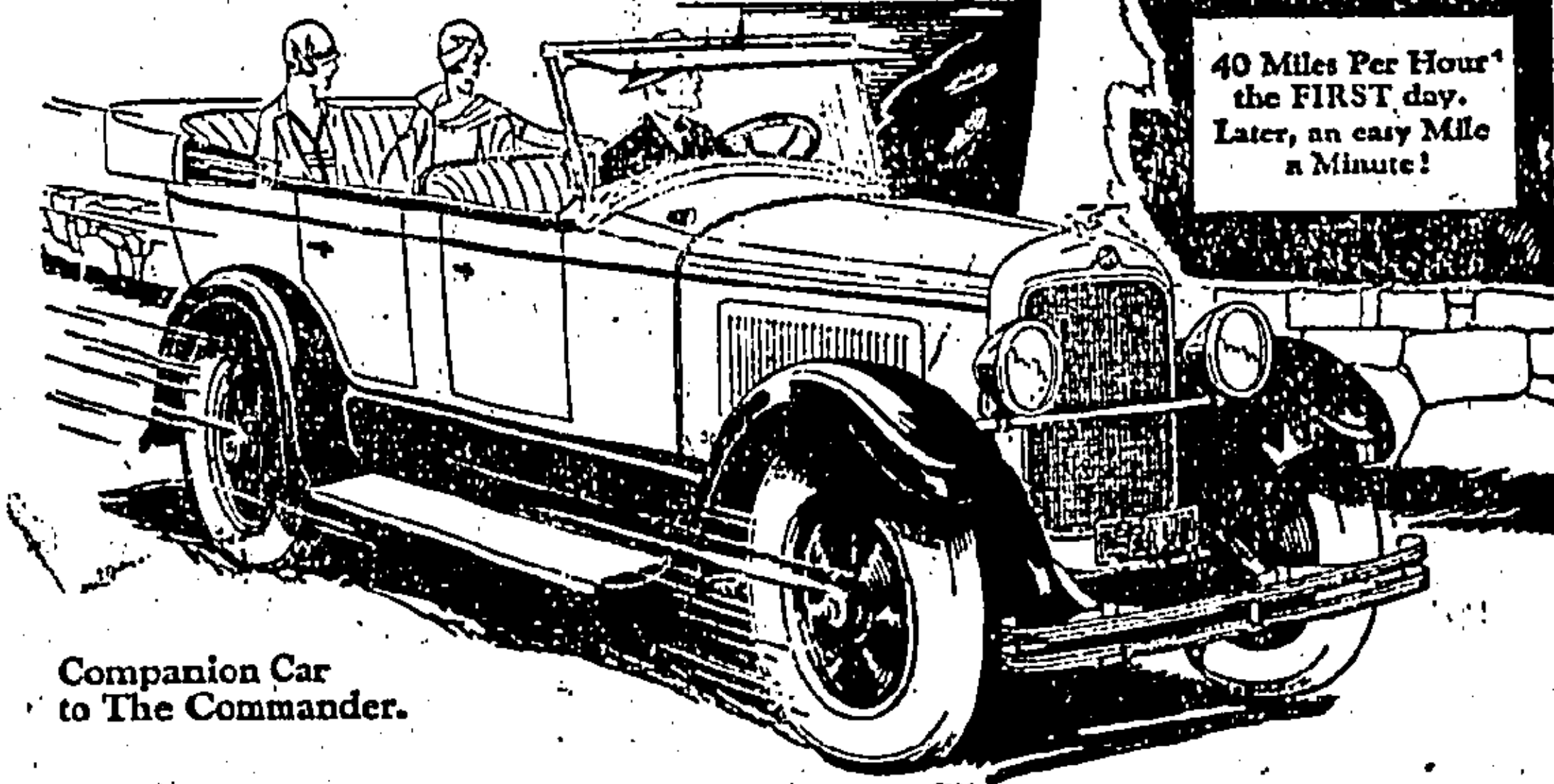
POWER for Hills or Heavy Going

ADVANCED engineering has increased the power of this Studebaker Director and at the same time increased its economy of fuel.

This spirited Sport Tourer is capable of high sustained speed. In official tests, the new Director sedan raced 1463 miles in 24 hours—an average of 61.795 miles per hour. It has proved itself a blood brother of the world's champion Studebaker Commander.

This Studebaker Director also offers you distinctive beauty of line and colour; relaxed comfort from deep cushions and extra ample springing.

It offers you years of dependable service and value that only Studebaker can give. Come here today. Compare with your own eyes. See how much more Studebaker gives for your money!



Companion Car to The Commander.

THE HONG KONG HOTEL GARAGE

(THE HONG KONG & SHANGHAI HOTELS, LTD.)
25, Queen's Road Central.

STUDEBAKER
BUILDERS OF QUALITY VEHICLES FOR 76 YEARS

SAFETY FIRST.

AN OWNER'S PLEA.

I understand that the meaning of "Safety First" is much disputed (writes J. R. Egerton in the English "Motor"). I would like it clearly understood that what I mean by it is that "safety" should be considered to be the first and most important essential to road usage—safety to all, by all—and that to attain that end all road users should be imbued with this spirit, and should try to carry out its precepts, whether they be motorists, cyclists, pedestrians, or drivers of horse-drawn vehicles.

My definition of that which causes a road accident is as follows: "A person or thing doing the unexpected without sufficient warning." Now, if we all think this over and then act up to it, by never doing upon the road "the unexpected without sufficient warning," then there would be practically no more road accidents. Obviously we must all do the unexpected often, because the other road users are not thought readers any more than we are ourselves, but we ourselves know what we are going to do this unexpected thing, whatever it may be—turn to the right up a side road, let us say—so we can, if we will, give plain and distinct warning that we are going to do so, and we can, if we will, give this warning in such good time that it is "sufficient warning," and so no one will be endangered by our turning to the right up the side road.

Again, coming into a main road from a road of lesser import, as one cannot give any warning except to blow theooter, which may not be heard, it behoves us to proceed so very slowly that should there be any traffic along the road we wish to enter, it is allowed to continue its progress unmolested, we ourselves waiting till the coast is properly clear. Some will agree with this and say it is obvious, and therefore quite superfluous to keep writing about it, but others will entirely disagree, and say it is all rot, that they have a perfect right to come into another road just how they like, and so forth. It is to those that I would most earnestly appeal to consider the matter once again and to think carefully whether any definition of the cause of a road accident is not correct, viz., "a person or thing doing the unexpected without sufficient warning."

We do want less accidents; for it is most distressing to see that they still occur, and as we are getting more and more traffic upon our roads and streets—which bid fair to be very much increased in the near future—there is a most pressing need for more safety.

Miller Tires GEARED-TO-THE-ROAD

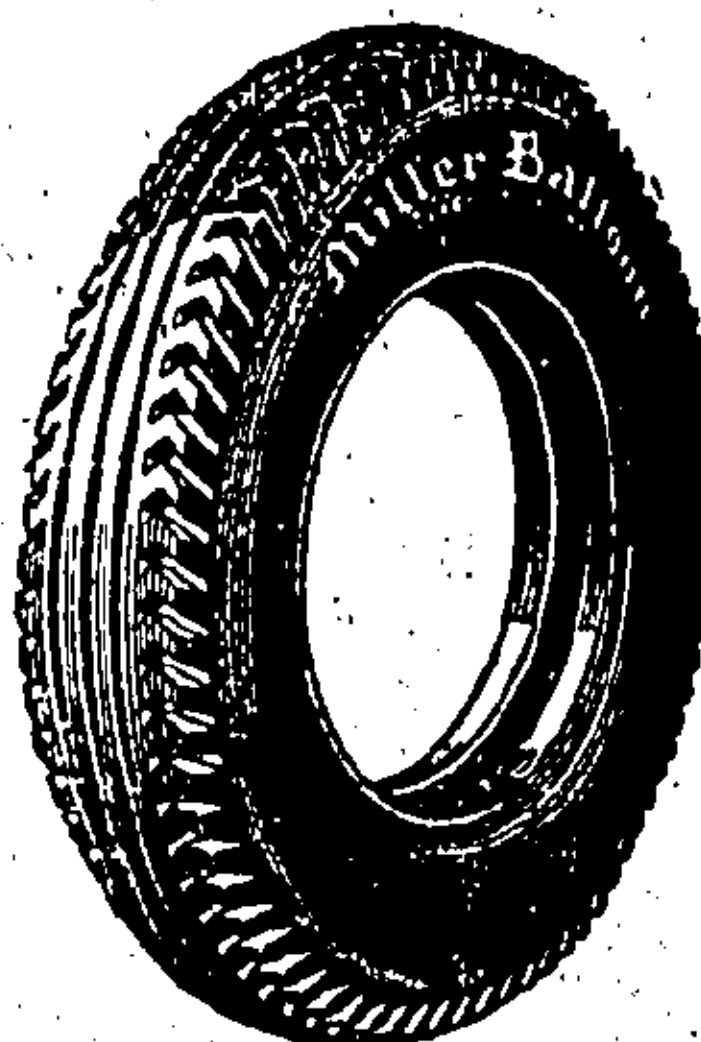
Cost you Less!

AND here's why. There are more miles built into them, so you get more miles out of them. Miller uses only the finest rubber money can buy—and controls its own cotton mills to insure uniformity of fabric construction, combining all the manufacturing advantages known to science. The result—in greater service will amaze you.

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solutely necessary that speed should not be curtailed in any way, but rather that it should be considerably increased. I therefore contend that if we are to obviate congestion of traffic we must observe the fundamentals contained in my definition, or there will be more accidents than ever owing to this necessary speeding up of traffic. The only other alternative to "speeding up," viz., to widen, and keep on widening, streets, is economically impossible; and, moreover, has very little effect, as the drivers are generally so thoughtless that even in the widest streets only two streams of traffic can move, although there is ample room for three abreast at least.

May I therefore appeal once more to all road users to use their sporting instincts, which I know they all possess, to pull in close and let the other fellow through; it is a most interesting and sporting "game," and the real good drivers and true sportsmen would soon be able to be picked out all over the country. "Would it not be a nice motto for your motor car club?" "Let the other fellow through?" I commend this specially to their notice.

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New Models For—

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ments which build up your system
and give you the feeling of youthful
life and energy.

Begin to take Sanatogen at once. In a
short time you will feel the strength-
ening and invigorating effects on
your health; you will "feel fine."

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"HIT THE DECK."

ECHO OF A WEIRD & WON-
DERFUL NAVAL INCIDENT.

"A LITTLE NIGHTMARE"

A little nightmare, being ex-
tracts from a most remarkable
dream in which, for some un-
known reason, the Old Bailey was
presided over by a president in-
stead of a judge.

President: Prisoner at the bar,
you are charged with having
stolen the duck and stuffings.
Have you anything to say before
sentence is passed and you are
sent to penal servitude for the
rest of your natural life?

Prisoner (in a firm voice):
Not guilty, sir.

President (with indignation):
One moment, please. I do not
think I can allow that statement.
It is as good as asking the Court
to believe that you did not steal
the duck.

Prisoner (calmly): Certainly,
sir. I plead "Not guilty" to the
charge.

(The court was then cleared
while the president and prosecu-
tor considered whether the pris-
oner's impudent assertion that
he did not steal the duck should
be entered in the minutes.)

President (on the resumption
of business): Prisoner at the bar,
by virtue of a pettifoggery tech-
nicity it has been decided that
your preposterous and offensive
plea of "Not guilty" shall be tem-
porarily admitted. I will now call
upon the prosecutor.

Prosecutor (to prisoner): What
did you do with the duck after
you had stolen it?

Prisoner: I never saw the duck.
President (very sternly): Don't
quibble, sir! Answer a plain
question in a plain way.

Prisoner (wearily): Oh, very
well then—Yes.

Prosecutor (eagerly): Yes,
what?

Prisoner (politely): Yes, please.
President: One moment, I do not
think the prisoner's last state-
ment ought to be admitted. I am
not very sure what it means, but
it may mean something which is
contrary to the interests of the
prosecution.

(The court is again cleared
while the point is considered in
private.)

President (on resumption of
business): Prisoner at the bar,
your last statement has been ex-
punged from the minutes as pre-
judicial to the interests of good
discipline and the case so admi-
rably stated by the prosecution.
Greatly against my own better
judgment, I will now call upon the
defence.

Defender (examining pris-
oner): I take it that you have never
before been accused of stealing a
duck?

President (instantly): I for-
bid you to make any such sug-
gestion, sir. Without any prejudice
at all to the present charge, it is
notorious that the prisoner has
been stealing ducks—and stuffing
—ever since he was a boy at
school.

Defender (obsequiously): With
all respect, sir, I submit—
President (instantly): Put that
man under close arrest for con-
tempt of court!

The defender is removed to the
cells under a strong escort.)

Prosecutor (rising to cross-
examine): When you were found
with the duck's legs sticking out
of your pocket, what did you say?

Prisoner: I never was found
with—

President (fiercely): I refuse
to let this Court be trifled with
any longer! (To prosecutor) if
you have any more witnesses for
the prosecution, please call them
at once. Otherwise the Court
will now retire to consider its
sentence.

(At the end of five minutes the
prisoner is marched in again in
custody of a troop of Lifeguards.
He is wearing his trousers back
to front, and the President has
confiscated his umbrella, thereby
indicating that he has been sen-
tenced to perpetual imprisonment,
loss of all civil rights and insur-
ance benefit, and placed on half-
pay, this decision to take effect as
from the Battle of Trafalgar.)—
"Manchester Guardian."

BRITAIN'S WORKLESS

WHERE MEN ARE TOO OLD
AT 45.

OFFICIAL ANALYSIS.

What sort of people are the un-
employed? Are they a "standing
army," unwilling to work if work
were available? Are they skilled
or unskilled; at what age is the
chance of employment lowest; to
what extent is the general problem
governed by the factor of educa-
tion; which industries, proportion-
ately, are giving the least employ-
ment?

Upon these points, and upon
many others, information which is
essential to a proper diagnosis of
the nation's most chronic "disease"
is contained in a report issued re-
cently by the Ministry of Labour.
"An investigation into the personal
circumstances and industrial his-
tory of 9,748 claimants to unem-
ployed benefit"—about 1 per cent.
of those on the "live register" in
April, 1927—it represents the new
familiar "sample" method of in-
quiry, and is regarded by its au-
thors as a reliable index to the ac-
tual conditions of the whole body
of unemployment.

One popular misconception this
inquiry effectively dispels; the un-
employed are not a static army of
about 1,000,000 strong, whose per-
sonnel is always very much the
same. At the outside, the "re-
gulars" who seem unable to get
any sort of job number about
70,000, or 7 per cent. of the total
on the registers; the history of the
remainder shows that, if the ag-
gregate of the unemployed remains
more or less the same, their per-
sonnel is constantly fluctuating.

It is also erroneous to regard
people in receipt of the "dole" as
essentially unemployable. To
qualify for benefit a man must be
"capable of work." This inquiry
proves that of all the cases inves-
tigated those "verging on the un-
employable" numbered only 2 per
cent., and that they were people
mostly over 60 years of age. No
fewer than 88.8 per cent. would in
normal times have been in steady
employment, or would, at least,
have obtained a fair amount of work.

In fact, there are to-day about
500,000 more people in employment
than was the case in 1924, and the
nation's industrial health has
steadily improved since the serious
relapse of 1926. Where this report
is of particular value is that it
suggests, for the first time, the

WHEN EATING IS HARD WORK.

What the Dyspeptic Thinks.

Men and women who come to the
table with haggard, drawn looks
and poor appetite are to be pitied
for their miserable existence.
They are afraid to eat food which
normal, robust persons will enjoy.
However hungry they may be,
even the lightest meal brings a re-
currence of those indigestion pains
which cause the victim agony.

But why suffer the miseries of
dyspepsia, with its irritability,
acute pains in the back and chest,
flatulence and water brash?
Those continuous bouts of indiges-
tion with lack of food have im-
poverished your blood. It has be-
come so thin and weak that it has
left your body in a debilitated
state, and reduced you to a hag-
gard and depressing frame.

The most reliable method to deal
with indigestion is to begin at
once to tone up and replenish your
blood. For this purpose there is
no better tonic than Dr. Williams'
pink pills, which will increase and
renew your blood, making a rich,
red supply to flow through your
veins. The stomach and digestive
organs will at once begin to re-
vive and properly function. Pain
and depression will disappear, and
you will enjoy the delights of the
table once more.

So begin now to conquer your
indigestion by taking Dr. Williams'
pink pills for pale people. Of all
chemists, or post free at \$1.50 per
bottle, 6 bottles \$8, from the Dr.
Williams' Medicine Co., 60, King-
se Road, Shanghai. Nothing else
will do.

FIRST AID.

SKILFULLY GIVEN BY
CLEVER SHANGHAI CHILD.

DOG BITE TREATMENT.

The remarkable sagacity of a
ten-year-old Shanghai child
which was demonstrated a few
days ago when a smaller com-
panion was attacked by a ferocious
Alsatian police dog, might be
used to rout much of the unfair
criticism one hears applied to the
"spoiled Shanghai child," says
the "N. C. Daily News" to hand.

The incident took place just as
a group of four children from the
Western district were entering
Jessfield Park after school on
Tuesday afternoon. They were
accompanied by a Chinese amah,
and at the entrance of the park,
a large Alsatian began to make
unpleasant advances upon the
group. One small boy of seven
years was frightened and started
to run away from the dog, who,
accepting flight as a challenge,
sprang at the child and bit him
severely in several places on the
forearm.

The little girl, quite unconcerned
at the obvious savagery of the
dog, ran to the spot and frighten-
ed him away from the small boy.
She then took complete charge
of the situation in a truly Napoleonic
manner, all the children following
the heroine and her charge back
to the former's house. There,
knowing that her mother was out
and that the small boy's mother
was also away from home, the
little girl went to the medicine
chest, took down the bottle of
lysol and placed the required
amount in water, got a clean face
cloth and bathed the bleeding
wounds. Then, she sought the
medicine chest once more and
found boracic ointment and band-
ages. The powder was applied
and the boy's arm tied up in quite
an expert way. Then the com-
petent young lady went
on the wire a friend living
near at hand who had a car.
The lady came immediately when
told what had happened, and
Marjorie, that being the collected
small miss' name, and the small
boy were taken to the Bubbling
Well Police Station where a re-
port was given about the dog.
The dog was thereafter put under
observation, as it is understood
he had attacked other children on
previous occasions, and moreover,
was unprovoked. After a report
had been made to the police it
was suggested that the boy
should be taken to the Health
Department's offices for further
preventive treatment, and there
the skin wounds were cauterised.
When the doctor saw the band-
ages and heard what had already
been done he praised the child's
nimble-wits which had been re-
sponsible for the early precau-
tions, believed to have prevented
serious consequences.

Questioned as to how she hap-
pened to know all these things,
Marjorie who is a pupil at the Yu
Yuen Road School for Girls, de-
clared dutifully that she had
often seen mother doing things
like that.

Samuel Hopkins loved Sophia
Simpkins, but never had enough
courage to propose, being invari-
ably overwhelmed with shyness
when he met her. At last, deter-
mined to put his fate to the test,
he rang her up.

"Miss Simpkins?"

"Miss Simpkins speaking."

"Er—will you marry me, Miss
Simpkins?"

"Yes! Who is speaking?"

A gaol break of immense pro-
portions, full details of which have
not reached Shanghai yet, took
place in Hangchow early last
week. More than 100 men com-
bined to kill four warders, wound
others, cut the telephone wires and
disperse in the vicinity. The
military set off after them, how-
ever, and recaptured 40.

degree to which advancing age is
responsible for unemployment, and
thereby indicates, by inference,
that some workless people "will be
always with us."—London "Daily
Telegraph."

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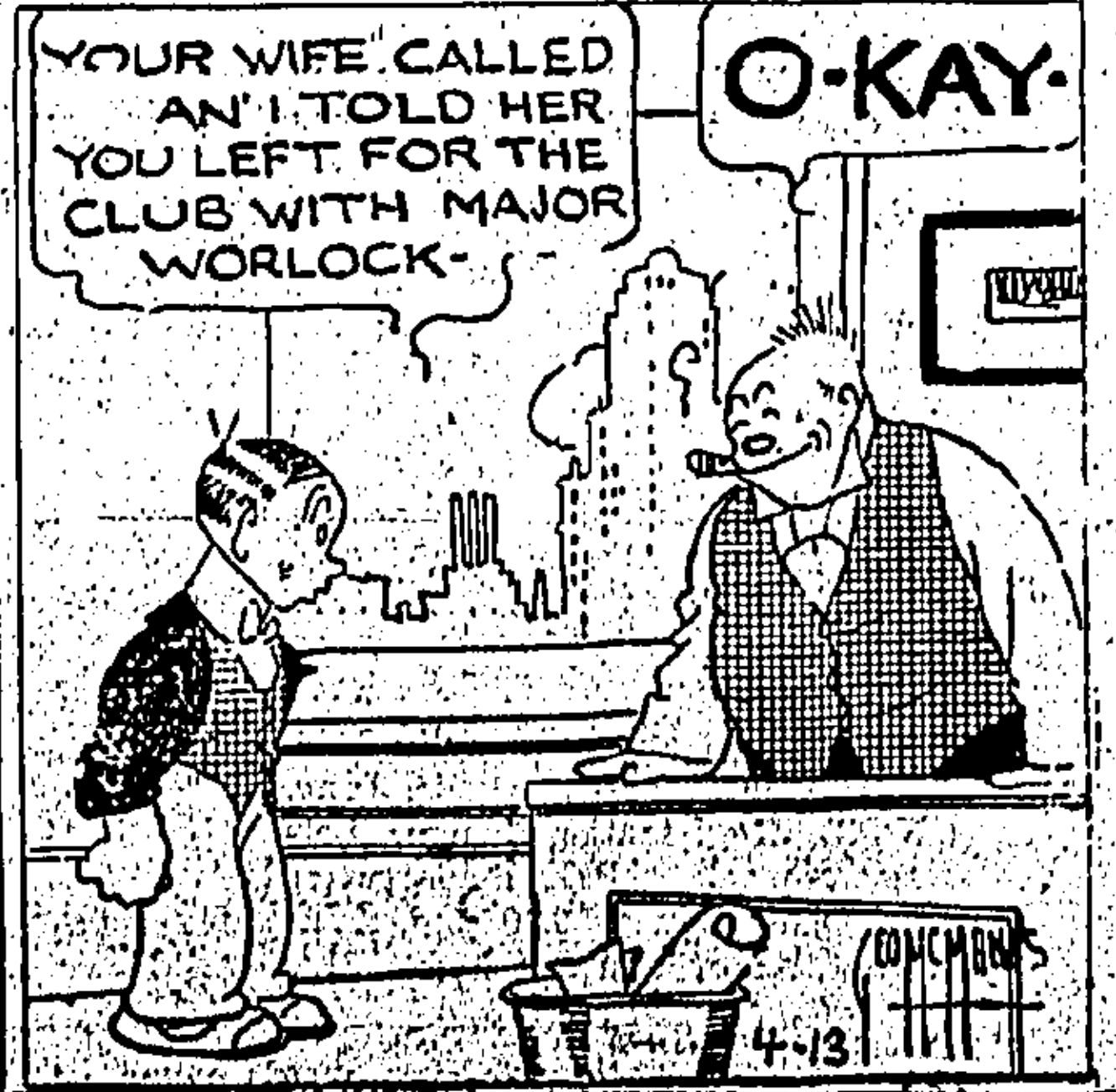
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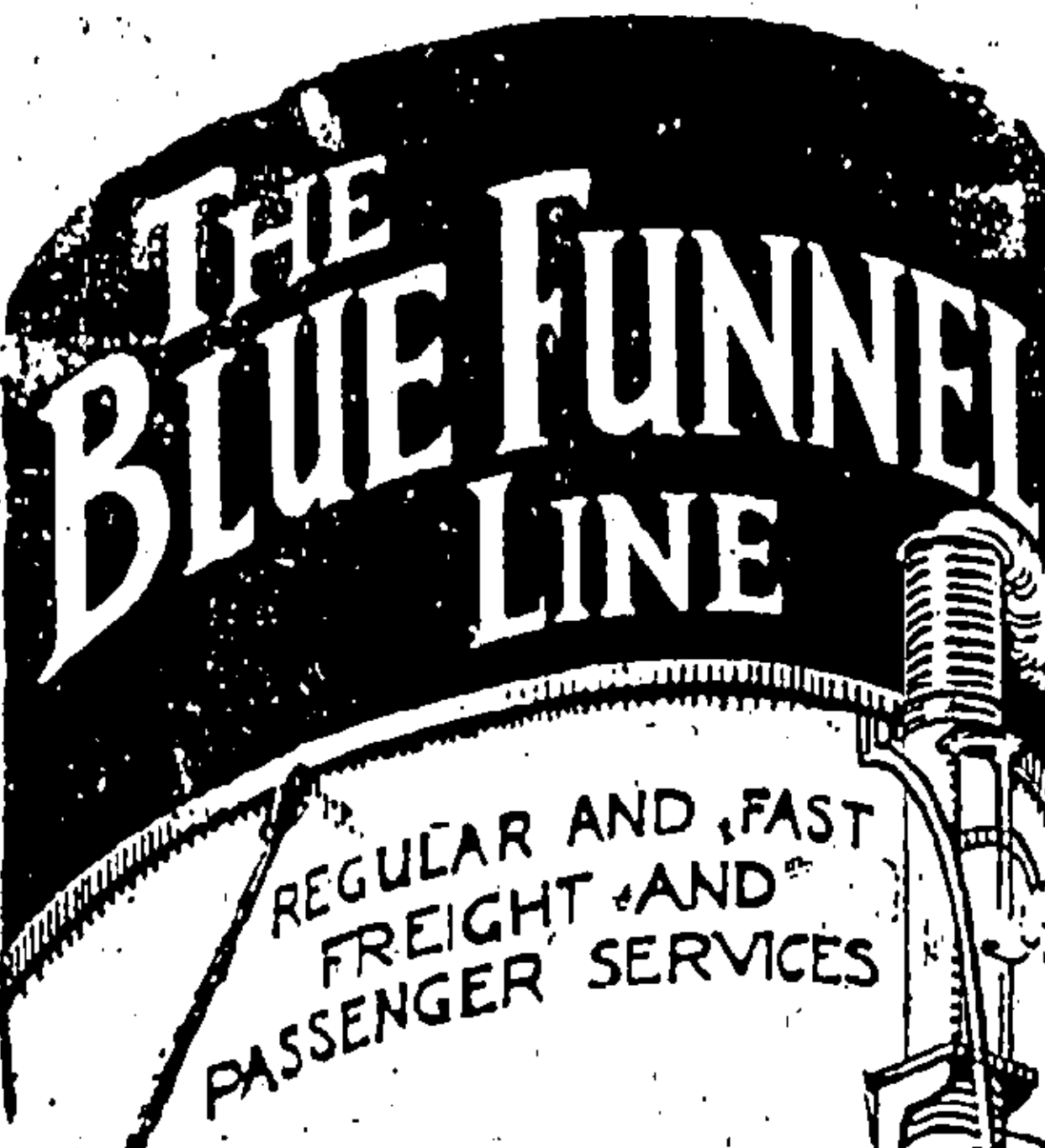
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Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Postal Service to Swabue & neighbouring places has now been resumed.

INWARD MAILS.

From	Per
FRIDAY, MAY 25.	
U.S.A., Canada, Japan and Shanghai	President Cleveland
Shanghai and Europe via Siberia	Malwa
SATURDAY, MAY 26.	
Shanghai and Swatow	Chinkiang
MONDAY, MAY 28.	
Straits	Kamo Maru
Manila	Empress of Asia
FRIDAY, JUNE 1.	
Japan and Shanghai	Hakusan Maru
MONDAY, JUNE 4.	
Canada, U.S.A., Japan and Shanghai	Empress of Canada
Australia and Manila	St. Albans

OUTWARD MAILS.

For	Per
FRIDAY, MAY 25.	
Shanghai Japan and Europe via Siberia	Ranpura 8.30 a.m.
Saigon and South Africa	Santos Maru 10.30 a.m.
Haiphong	Tonkin 12.30 p.m.
Swatow, Amoy and Foochow	Hai Ning 2 p.m.
Shanghai	Szechuen 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 23rd June. K.P.O. Parcels 4.30 p.m. Registration (May 26th) 9 a.m. Letters (May 26th) 10 a.m. G.P.O. Parcels 5 p.m. Registration (May 26th) 9.45 a.m. Letters (May 26th) 10.30 a.m.	Malwa
SATURDAY, MAY 26.	
Manila	Pres. Cleveland 4.30 p.m.
Amoy	Antung 5 p.m.
SUNDAY, MAY 27.	
Bangkok via Swatow	Kwanchow 9 a.m.
Swatow, Amoy and Foochow	Kishu Maru 9 a.m.
MONDAY, MAY 28.	
Amoy	Sunning 9 a.m.
TUESDAY, MAY 29.	
Shanghai, Japan, Honolulu and "San Francisco—due San Francisco, 22nd June and—Europe via Siberia. Registration 9.45 a.m. Letters 10.30 a.m.	Taiyo Maru
Straits & Calcutta. Parcels noon. Letters 1 p.m.	Hosang
Straits, Egypt and Europe via Marseilles—due Marseilles, 29th June. K.P.O. Registration 1 p.m. Letter 1 p.m. G.P.O. Registration 1.45 p.m. Letters 2.30 p.m.	Meclauss
Swatow, Amoy and Foochow	Hai Hong 2 p.m.

BOMB OUTRAGE.

An Extraordinary
Affair.

9 KILLED: 40 INJURED.

Italian Consulate Scene of Terrific
Explosion.

Buenos Aires, Yesterday.
Nine persons were killed and 40 injured in a bomb outrage at the Italian Consulate.

The bomb was hidden in a cupboard in a room where clerks were working. It tore a hole six by four feet in the wall. Windows were shattered and the walls tottered. There was the utmost confusion owing to the transport strike authorities being delayed in reaching the scene.

The police attribute the outrage to the anti-Fascists.

200 Persons Present.
Two hundred persons were present in the Consulate at the time of the explosion though the Consul General was absent.

The ambulances being inadequate, private cars were commandeered to take the injured to hospital.

Fire added to the horror. Firemen were working desperately to extricate those buried in the debris.

Several persons near the cupboard were blown to pieces.

Another Bomb.

Buenos Aires, Later.
There was more excitement when the employees of a chemist shop owned by a prominent local Fascist opened a satchel which a customer had left behind and found a bomb.

He extinguished it in the nick of time.—Reuter's American Service.

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H.M.S. "HERALD."

Tows Japanese Boat
300 Miles.

IN DISTRESS.

Sailing Vessel Found Between
Hong Kong and Luzon.

Singapore, May 15.
How a Japanese fishing vessel was towed three hundred miles to port by a naval survey ship, after being found in a helpless condition between Hong Kong and Luzon, was related by Capt. F. E. B. Hazelfoot, D.S.O. & R.N., commander of H.M.S. "Herald," when that ship arrived at Singapore from Miri yesterday.

H.M.S. "Herald" was engaged in deep-sea surveying on March 17 when she sighted a small sailing vessel of 40 or 50 tons in distress, dismasted, and with waves sweeping over her. On drawing closer it was seen that there were about twelve Japanese fishermen on board, and the "Herald" then proceeded to try and get a towing hawser on board the fishing vessel.

The sea was rough at the time, but, thanks to the seamanship displayed by the crews of both vessels, and the courage of two Japanese who dived overboard to secure the hawser in spite of the fact that a shark was seen in the vicinity, the "Herald" was eventually connected with the Japanese craft.

The only thing which Capt. Hazelfoot could do was to make for the nearest port, which was Manila, and the "Herald" successfully towed the little vessel the distance of 300 miles to that port. The Japanese were in a very exhausted condition, and it was some time before the weather moderated sufficiently for the "Herald" to send away a boat with food supplies.

The construction of the seawall extension from Calle Cortabitarte in Malate to the new south breakwater at the south foreshore in Manila Bay, just off Pasay, is a part of the proposed Dewey Boulevard extension work, and should be undertaken before the actual building of this important highway can be started, City Engineer Artaga declared in connection with the city improvement programme.

It would be impossible to prolong Dewey Boulevard unless the seawall is first built, declared the city engineer, because it is needed to furnish the foundation as well as a protection for the projected extension.

The construction of the seawall was ordered by the bureau of public works, on instruction by the city engineer who handed over to the bureau the sum of P50,000 for this purpose. The money is a part of the city's share of the collections from gasoline and motor-car taxes.

It is expressly provided by law that funds derived from these sources shall be exclusively used in the construction and upkeep of new roads and highways.

The construction of the Malate seawall is being undertaken by the Atlantic, Gulf and Pacific Company, which was awarded the contract by the bureau of public works. The company started the work about the beginning of last month.

Cameron, who despite popular prejudice against Cashiers generally, always proved a stout defender in the interests of the individual members of the Staff and a ready helper on all occasions.

Mr. Cameron, greeted with loud and prolonged cheering, replied, thanking the members of the Club for their kindly action in presenting him for the second time within five years with tokens of their regards, and although he could not promise to return again to receive a similar presentation, he gave them a toast, which was, to the health of the Commissioners of His Majesty's Income Tax, a reference to the recent Budget much appreciated by the local Staff.

The Commander (E) B. J. Sebastian presented Mr. H. Lowman of the Chief Engineer's Department with his souvenir and Mr. Joughin, Chief Constructor completed the presentations by asking Mr. Garratt C. C. Draughtsman to accept on behalf of the members a similar souvenir, each of the Dockyard officers wishing the recipients, success in their new sphere. Mr. Lowman and Mr. Garratt suitably responded.

The musical items between the more serious items of the evening's programme were much enjoyed. Mr. Crabb of the C.C. Department giving a couple of rollicking West Country items, and Mr. Turner of the C. C. Department giving a fine rendering of "My Old Shako." Mr. Beer N.S.O. Department was responsible for the humorous items, and Mr. Hopper concluded the official musical programme with a good rendering of "The Deathless Army."

Messrs.—Longyear and Fleming were the accompanists.

"Auld Lang Syne" was the fitting musical finale to a very pleasant evening; three cheers and a "tiger" followed by "The King" marking a special night in the Dockyard Recreation Club's social activities for 1928.

The members gathered round after the official close of the evening to ordinary social amenities, and Mr. C. Mitchell with old time pantomime and music hall memories of twenty years ago, was not allowed to leave the piano until his extensive repertoire had been exhausted.

Many extra turns were naturally introduced, but the hit of the evening was the concerted item by Piano and choir in a Grand Action chorus in the course of which much latent histrionic talent was revealed.

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NEW SEAWALL.

Extension Needed at
Manila.

ENGINEER'S VIEWS.

Should be Built Before New
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